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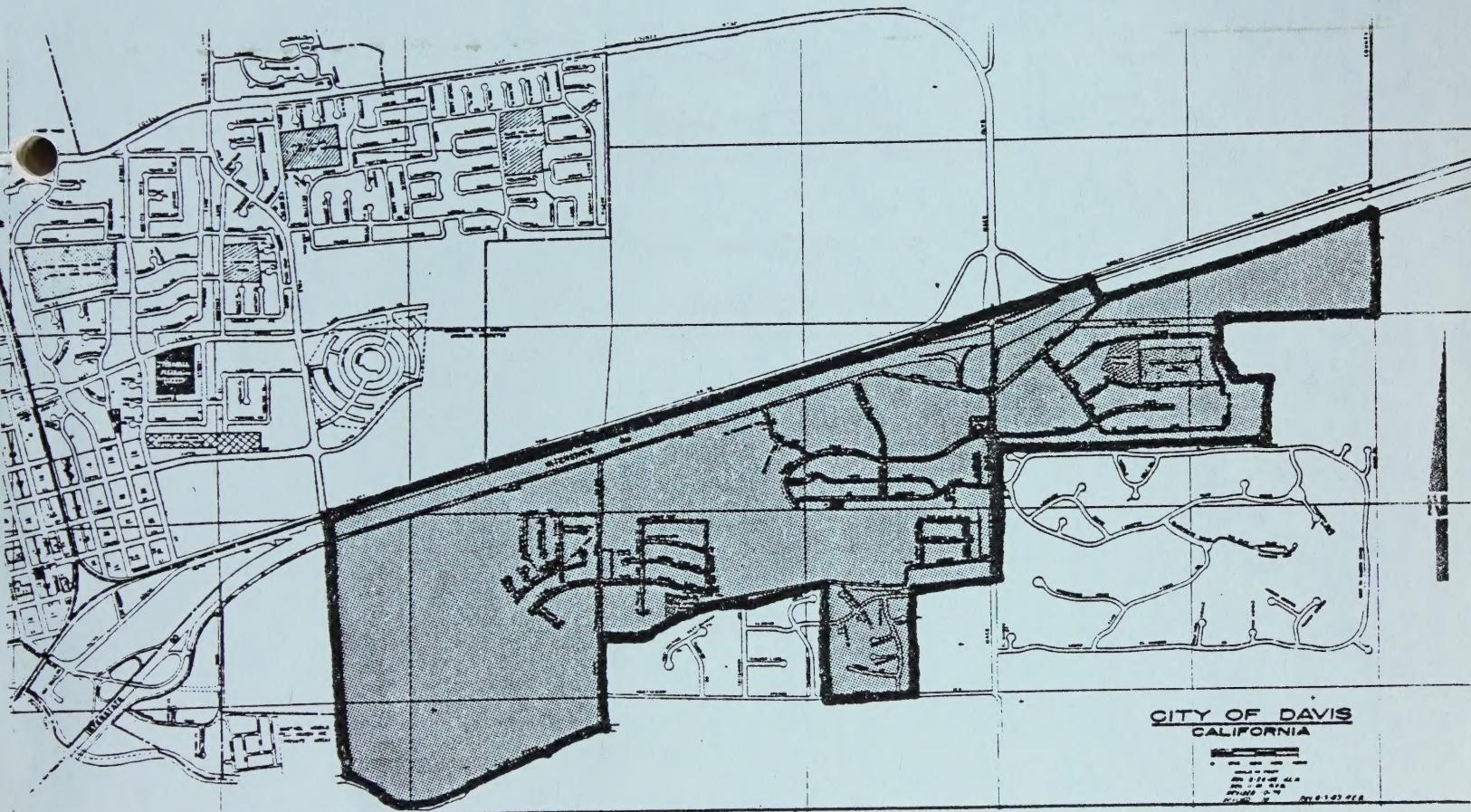
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SOUTH DAVIS SPECIFIC PLAN

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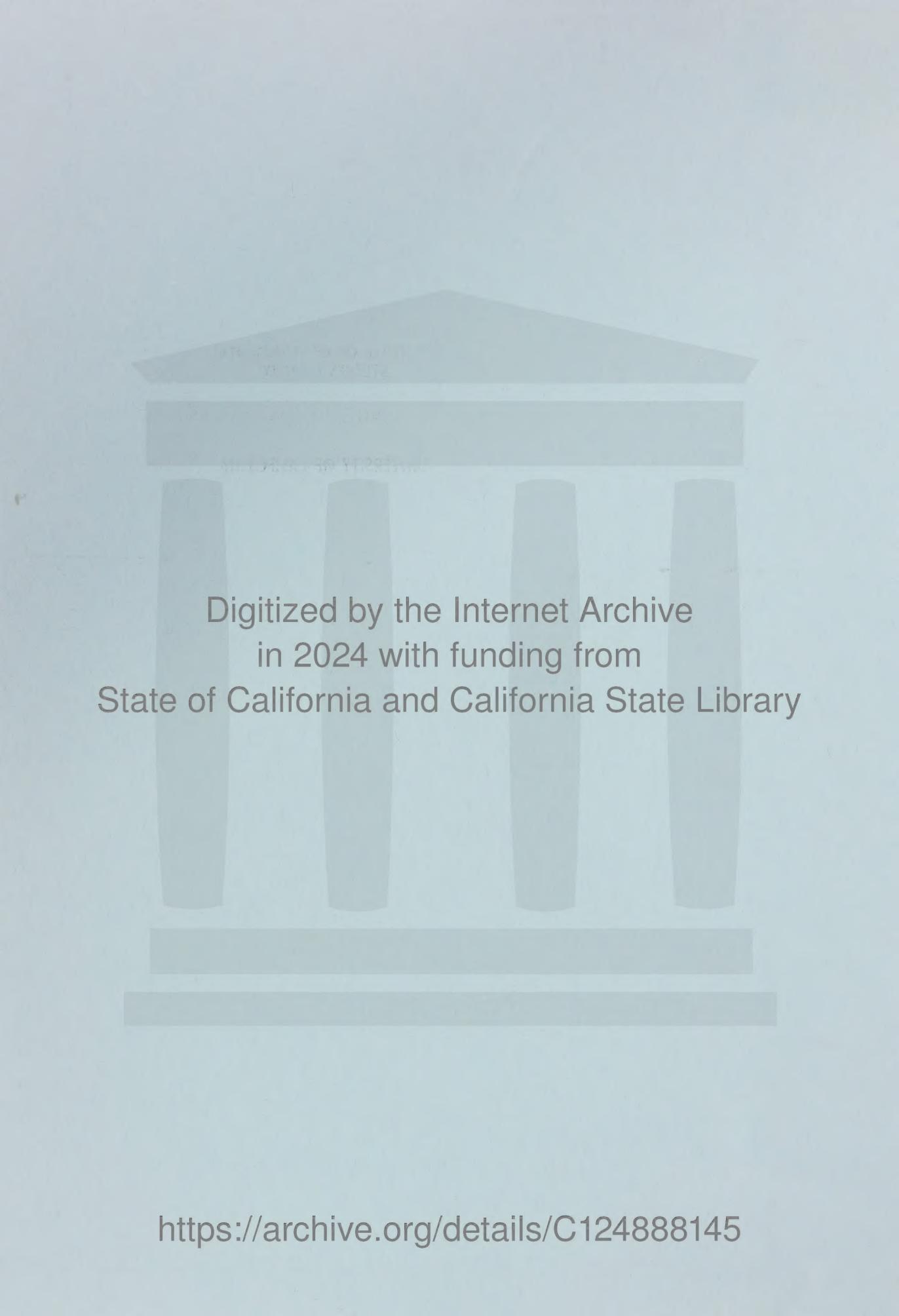
AUG 15 1986

UNIVERSITY OF CALIFORNIA



COMMUNITY DEVELOPMENT DEPARTMENT

JULY 1986



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86 01865

REPORT ON THE SOUTH DAVIS SPECIFIC PLAN

Prepared by

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Community Development Director

with assistance from

Anne Brunette
Associate Planner

July 2, 1986

Introduction

The final report on the alternatives for a South Davis Specific Plan is hereby presented. The report represents the efforts of many City staff and citizens.

It is the goal of the report to present this information so that the City Council may decide the following:

- If a South Davis Specific Plan development is warranted;
- If warranted, what specific elements should the plan be composed of.

If directed by the City Council, the final plan could be developed by staff, and a consultant for the EIR, for final adoption in the Spring 1987, coinciding with the adoption of the Redevelopment Plan.

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STAFF RECOMMENDATIONS

GENERAL

1. That the project be completed according to the projected schedule prepared by staff.
2. That the staff be directed to draft Goals, Policies, and Objectives for City Council review reflecting the selected plan.

LAND USE

1. That the specific plan include the following general land uses:
 - residential - 1000-1100 units in a mixture of various categories of single-family large, medium and small lots, apartments, senior housing, living group
 - school site - 10 acres to 30 acres located at the west side of Road 103, south of Cowell Boulevard
 - park site - 10-15 acres located with the school site
 - commercial - 10 acres near the overpass
 - industrial research and offices - 30-50 acres located along the Chiles Road frontage
 - churches, day care, quasi-public uses - sites for these uses shall also be included and dispersed through the areas
2. A variety of residential, commercial, office, industrial, and public land uses is necessary to provide for a comprehensive, well-planned community.
3. Non-residential land uses are appropriate along Chiles Road as a physical and psychological buffer to Interstate 80.
4. Low to moderate single-family residential density is appropriate east of Road 103 and south of Cowell Boulevard.
5. Higher residential use, including apartments, living groups, churches, and day care are generally more appropriate west of Road 103.
6. The intersection of the overpass road, Albany Avenue, and Cowell Boulevard provide for the best sites for neighborhood-oriented commercial services, day care, churches, schools, etc.
7. Specific areas for living groups and day care should be zoned in advance of development.
8. The property at the northwest corner of Montgomery Avenue and Mace Boulevard should be included in the Specific Plan, with a land use of large-lot single-family homes.
9. The issue of the quality of development should be addressed in the review process and possibly by the Design Review Commission. Quality Standards should be adopted for various land uses, streets, open space, etc.

10. Significant large lot zoning should be reduced in favor of somewhat higher densities for the following reasons:
 - a. The additional density can generate revenues for public facilities.
 - b. Large lots will likely result in request for lot splits, resulting in high density without the advance planning for proper street widths, and parks and school needs.
 - c. Large lots are difficult to maintain.

If large lots are retained, it is recommended that:

 - a. Detailed ordinances be provided to prohibit lot splits, such as through minimum lot sizes and lot widths.
 - b. That use of the lots be flexible to include keeping of animals, such as horses. Ordinance changes would be necessary.
11. That the wastewater treatment facilities be imposed by upgraded pumps to 60 hp.
12. That housing will be provided for the expected jobs that will be created in the area and by projected UCD growth.

Phasing of Development

1. To provide for efficient planning of services and street connections, lands in South Davis should be phased for development as follows:

First Phase - The 126 acres between Road 103 and Vista Way, preferably with the land around the Cowell Boulevard extension.

Second Phase - The northern half of the 278 acres between the Interland Project and Road 103.

Third Phase - a. The 41 acres at Mace and Montgomery Avenue;
b. The 20 acres at the area east of Barthels Mobile Homes;
c. The southern half of the 278 acres between the Interland Project and Road 103.

2. The timing of new residential development should coincide with the proposed timing of the projected growth to the year 2000 as stated by UCD. If the development occurs earlier, it is likely to stimulate unnecessary growth pressures.
3. Housing Allocation Process timing should be reviewed to coincide with housing and infrastructure needs.

Circulation

1. The overpass alignment should be through the vacant land just west of Armco Steel Company.
2. The major east-west street should be developed from the overpass connecting Davis Research Park to Vista Way. The street should be Cowell Boulevard.
3. City standard street designs should be used.
4. The Cowell Boulevard curve between Road 103 and Vista Way requires a 500' radius.
5. Local streets should not be shown in the Specific Plan.
6. West of Road 103, the Arnold Street pattern should be connected to Chiles Road.
7. Close off San Marino and La Paz Streets. Serve the new residential areas by a closed circulation pattern from Cowell Boulevard.
8. Unitrans states that Cowell Boulevard turnouts not needed, but westbound passenger shelters are needed,
9. Cowell Boulevard and Chiles Road would be classified as minor arterials with one traffic lane each direction, a turn lane, and bicycle lanes on the street.
10. At Schmeiser Avenue and Cowell Boulevard intersection, do not allow development at east end of the City to preserve access alternatives. Complete Schmeiser Avenue.
11. Install trees in center median strip in new streets, such as Cowell Boulevard.
12. Park and Ride facilities should be included,
13. Once streets are fixed, it is required to name the streets that realigned.

Schools

1. Provide for an elementary school site of 10 acres or a joint elementary/junior high site of 25-30 acres at the portion of property west of Road 103, south of Cowell Boulevard, north of Putah Creek.
2. Provide for interim facilities at Pioneer school through portable buildings.
3. If the school sites become unnecessary, the sites may be released for potential development considerations.

Parks/Greenbelts

A. Parks

1. Schools and parks should always be considered together.
2. Should have accessibility from four surrounding streets or other public access ways.
3. A district park concept is desired of 15 acres to include a lighted soccer field, softball field, and tennis courts; a community center; and a swimming pool.
4. Service area of a one-mile radius is recommended.
5. Locations at Road 103 or on the former Fidelity property are acceptable.
6. Other uses, such as day care, senior center, or other meeting building, can be included on the site.
7. The park design should include:
 - a. flat grade,
 - b. no shrubs,
 - c. turf and stands of trees,
 - d. tiny tot areas
 - e. multiple use for softball and soccer,
 - f. on-site parking,
 - g. a pool,
 - h. flexibility for other desired uses.

B. Greenbelts/Tree Belts

1. Putah Creek should be dedicated for preservation of trees, bike circulation, and recreation. Dedication should be 25'-100' in width.
2. Other internal greenbelt areas should include a bike path (10' wide) and trees. A minimum 30' width is necessary. No turf is recommended unless maintenance concerns are addressed.
3. Preserve the existing trees on the Dolan property with a north-south linear path.
4. Paths must be lighted to City standards. There should be a clear open space from grade to tree canopy of 6' in height for safety considerations.
5. These paths should be primarily for circulation.

Environmental Assessment

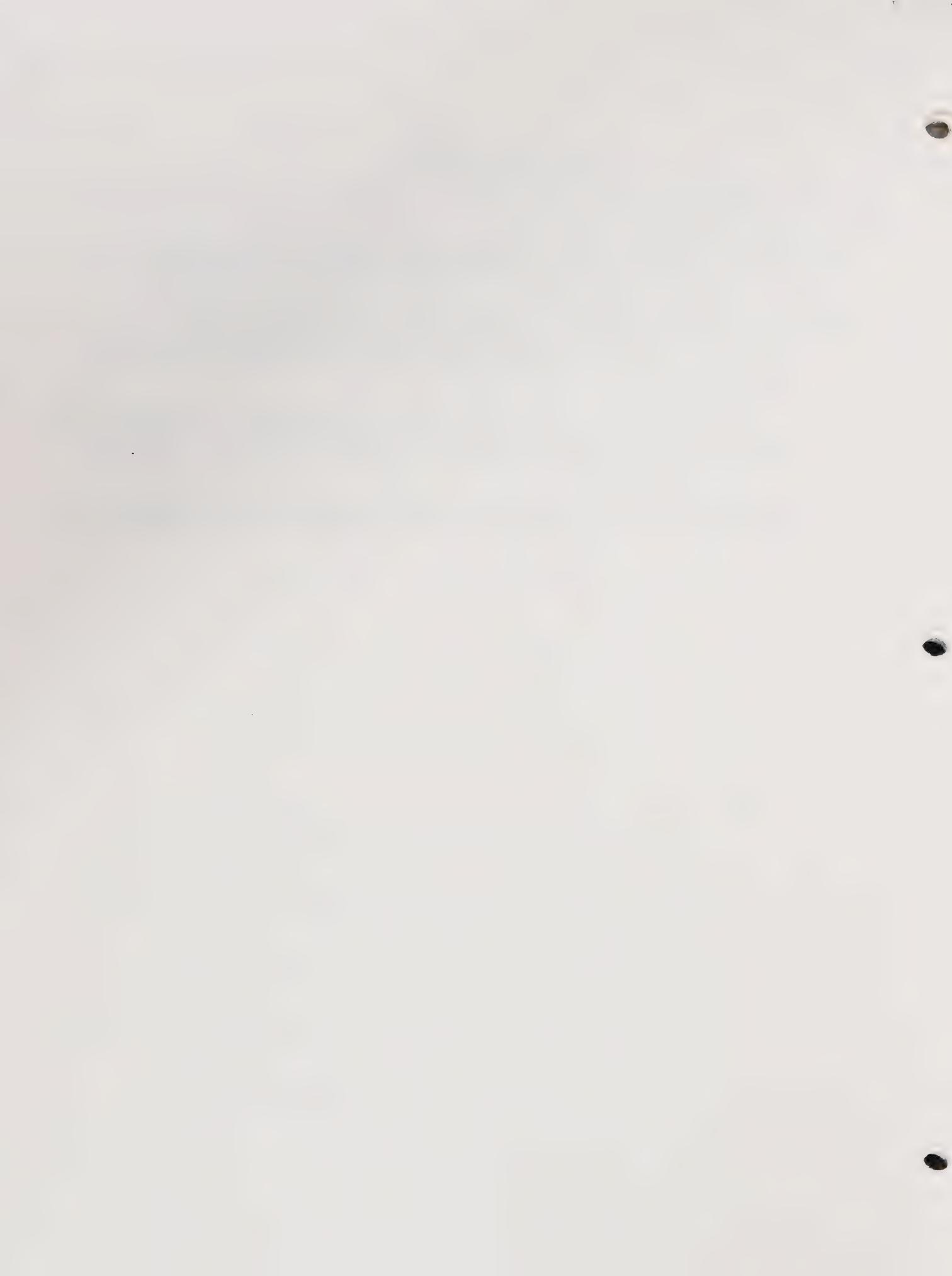
1. Staff be directed to process the EIR on the Specific Plan as outlined in the proposed RFP and schedule for processing. The EIR shall address project alternatives. Use of the selected Redevelopment EIR consultant shall be strongly considered on the basis on timing of both projects.
2. The Master EIR shall be used to facilitate later development proposals if they are substantially consistent with the adopted specific plan.

Fees

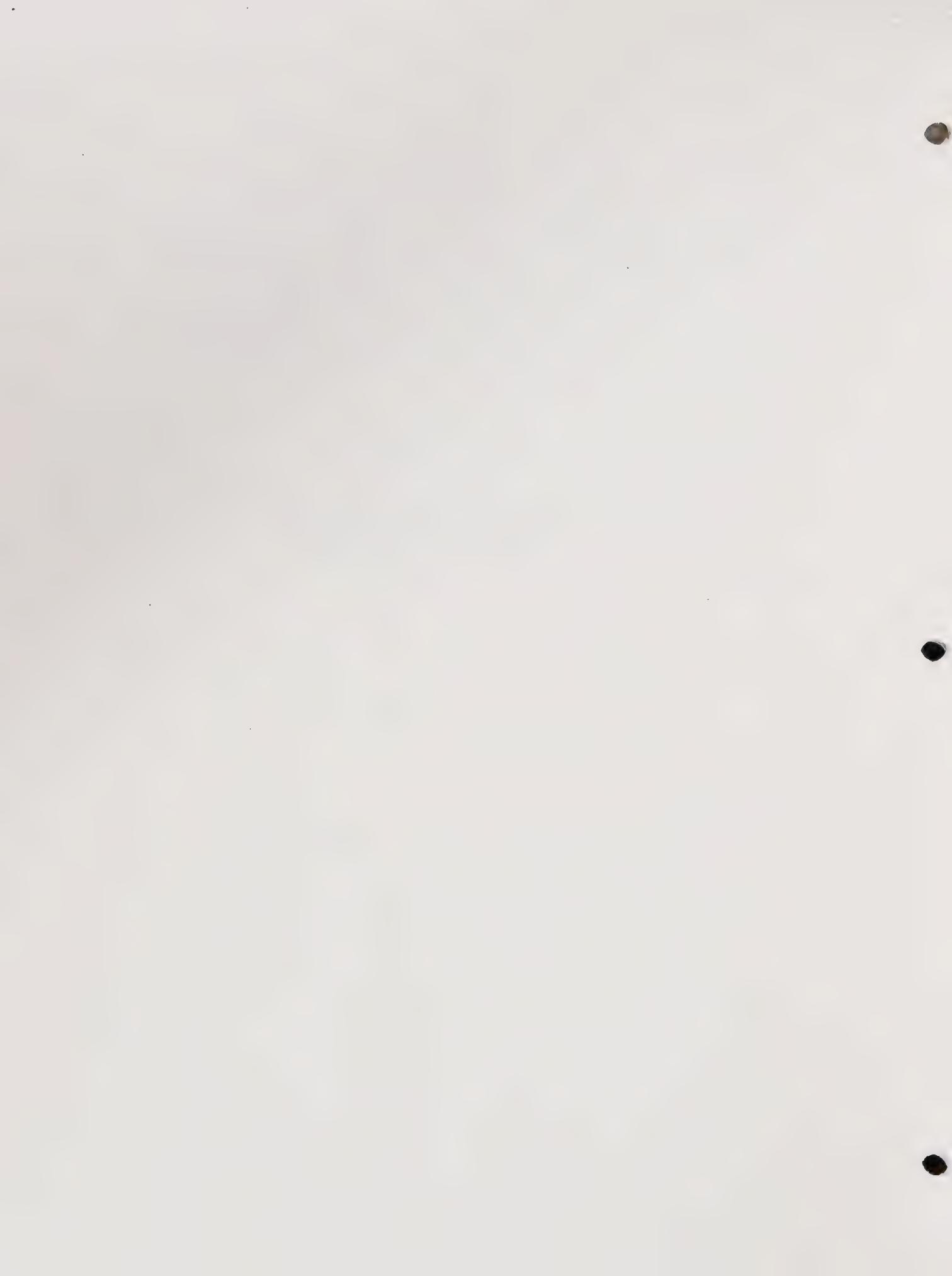
1. Staff should be directed to provide to the City Council a fee package for new development as follows:
 - a. To assist in the development of the overpass; and Putah Creek improvements.
 - b. To completely pay for the staff and consultant time necessary to prepare and adopt the specific plan and the EIR.

Existing City fees and school district impact fees shall continue to be assessed.

2. That a systematic funding package be included including redevelopment for provision of affordable housing, and possible use of General Obligation bonds for major infrastructure.
3. That a major share of construction tax funds created by non-residential development in South Davis be targeted for South Davis improvements.



DRAFT RFP FOR EIR ON THE
SOUTH DAVIS SPECIFIC PLAN



July 25, 1986

TO INTERESTED PARTIES:

The City of Davis invites proposals from qualified consultants to prepare an environmental impact report (EIR) on a proposed General Plan Amendment and specific plan for a project known as The South Davis Specific Plan.

The project includes development of acres for residential, commercial, and industrial uses. The project site is located on the south side of Interstate Highway 80. Attached are vicinity maps of the project site. The applicant is the City of Davis.

Scope of Work

The City is seeking a consultant to analyze and comment on the potential environmental impacts and to recommend feasible alternatives and mitigation measures. The consultant has the flexibility of proposing and is expected to develop an appropriate study methodology for the preparation of the EIR. The EIR is to include standard areas of environmental analysis as required by CEQA and emphasis on the points discussed below.

The criteria to be used for the analysis shall include the following:

1. Relationship to the development policies of City, Yolo County, and LAFCD.
2. Agricultural status of the land, including soil quality and any current and potential agricultural use limitations; and potential urban development pressure on adjacent agricultural land; conversion of prime agricultural land.
3. Capacity of the City's infrastructure including:
 - a. water,
 - b. sewer,
 - c. drainage/flood control,
 - d. traffic/circulation system,
 - e. utilities.
4. Air quality
5. Effect on police, fire, and school district services.
6. Noise, recreation and housing.

Other issues of particular importance to be included in the EIR analysis are:

- Compatibility of the project with the City's General Plan policies and population goal;
- Phasing alternatives of the proposed development;

- Impact of projected UCD growth on the plan;
- Jobs/housing balance of the project itself and cumulative impact on the citywide jobs/housing balance; and
- Analysis of costs of public improvements and funding alternatives.

EIR Schedule and Required Submittals

Timely completion of the EIR is of the utmost importance to the City. The consultant will be required to provide the following:

- a. Eight (8) copies of a preliminary draft EIR within forty-five (45) to sixty (60) days from the authorization to commence work.
- b. Seventy-five (75) copies of the completed draft EIR within two (2) weeks after receipt of staff comments.
- c. Eight (8) copies of a preliminary final EIR within two (2) weeks after receipt of comments from the public review period.
- d. Thirty-five (35) copies of the final EIR within one (1) week of receipt of staff comments.
- e. Attendance at three (3) public hearings on the project (at the Planning Commission and City Council).

Proposals should include the following:

- Description of the items of analysis, including your understanding of areas of particular importance.
- The format, methodology, and general approach for the analysis.
- Expertise of specific personnel to perform the required tasks.
- Proposed work program tasks and schedule.
- An itemized budget by work program tasks, including the hourly cost of personnel, such that changes could be made effectively in the program tasks.

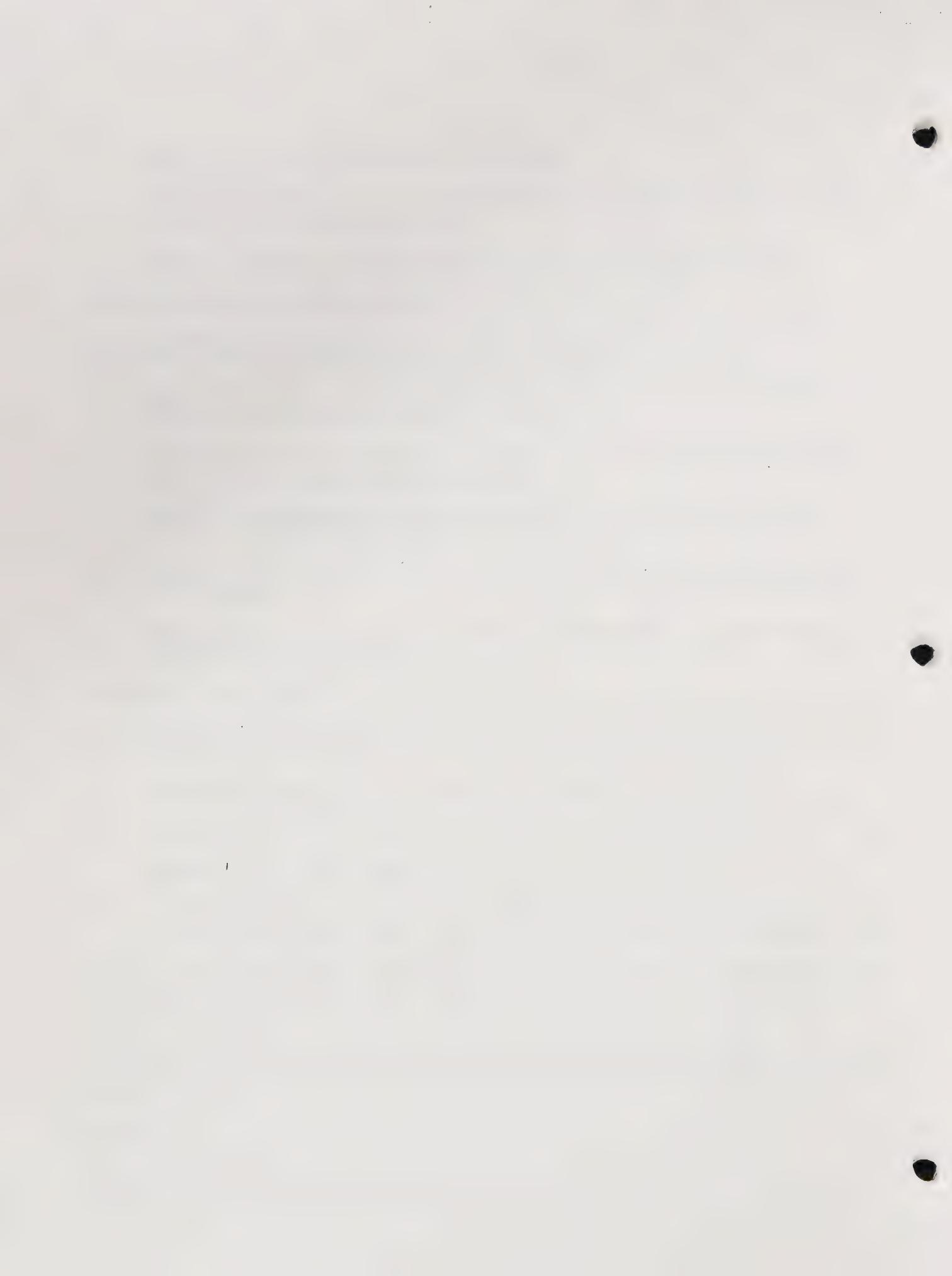
If your firm is interested in performing the specified work on this project, you are requested to submit five (5) copies of your proposal by no later than 5:00 p.m., on August 15, 1986.

If you need any further details or have any questions on this matter, please do not hesitate to contact me. We look forward to receiving a submittal from your firm.

Sincerely,

THOMAS J. LUMBRAZO
Community Development Director

SOUTH DAVIS SPECIFIC PLAN
PROJECTED SCHEDULE OF COMPLETION

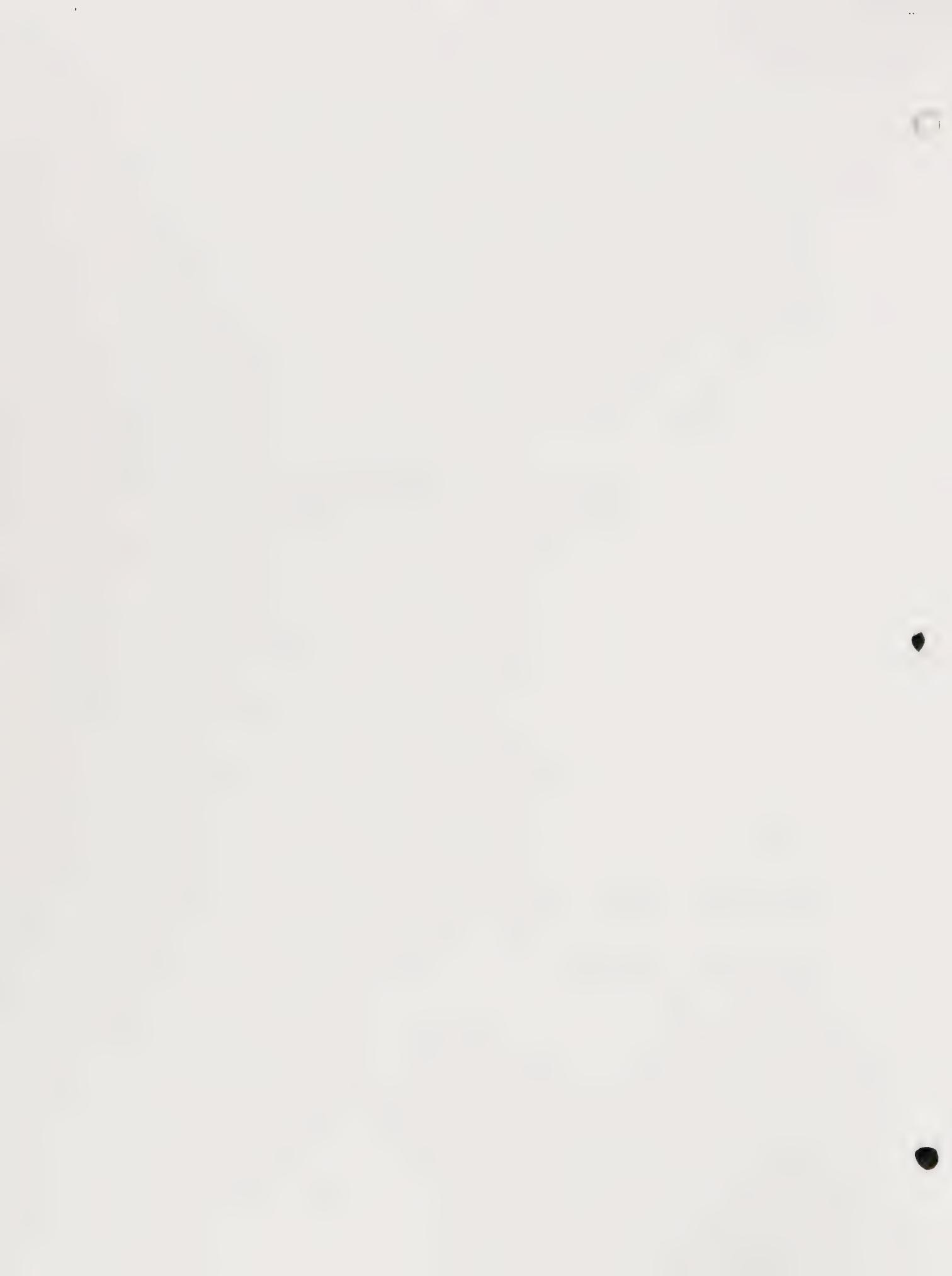


The following schedule is proposed for plan completion:

Step	Processing Date
Alternatives back to the City Council - City Council directs staff to process	7/23/86
Initial Study completed by staff	7/25/86
EIR determined by staff and RFP drafted and sent to consultants	7/25/86
Consultant proposals submitted	8/15/86
EIR consultant selected, contract prepared and signed by City Council	9/12/86
Draft EIR prepared	10/29-11/10/86 (45-60 days)
Draft EIR reviewed by staff and returned to consultant	11/14-11/26/86
Draft EIR corrected by consultant and returned to staff	11/21-12/3/86
Public hearing period on EIR ends, Planning Commission reviews draft	1/7/87 or 1/17/87 (45 days) PC review - 1/6/87
Revisions incorporated into EIR, Final EIR submitted	1/30-87 or 2/9/87 (23 days)
EIR, General Plan Amendment, Rezonings submitted to Planning Commission for public hearing	2/17/86
Possible additional Planning Commission hearing	3/3/86
EIR, General Plan Amendment, Rezonings to City Council for public hearing	3/4/86 or 3/18/86
Possible additional City Council hearing and final decisions	3/18/86 or 4/1/86
Ordinances become effective	4/18/86 or 5/1/86



COMPARISON OF DRAFTED SOUTH DAVIS PLANS



ORIGINAL STAFF PROPOSAL

South Davis Specific Plan
Proposed Land Uses

<u>Summary</u>	<u>Approximate Acres</u>	<u>Population</u>	<u>Units</u>	<u>Employees</u>	<u>Population Generated by Employees</u>
School park site	12 - 15				
Church Day Care	10				
Industrial Research	5 - 55				96- 1,056 163- 1,795
Office	24 - 48				768- 1,536 1,306- 2,611
Commercial	10				240 408
Department Store	8.5				204 347
Residential					
Seniors (1)	10	160	100		
Living Groups (2)	5 - 10	400- 1,000	20- 50		
Other Residential (3)	314 - 319	2,544 to 5,726	1,060 to 2,386		
TOTAL:	The total number of acres for these uses to fit on in the specific plan is: <u>403.65</u>	3,104 to 6,886	1,180- 2,536	1,308- 3,036	2,224- 5,161

Estimated school children generated - A maximum of 236 - 608 based on unit range.

NOTES:

- (1) Population based on 1980 census figure of 1.6 persons/household for households with the householder being over 65 years of age.
- (2) Population based on the current average number of persons living in fraternities and sororities (20/unit).
- (3) Population based on the 1986 State Department of Finance estimate of 2.4 persons per household.

STAFF PROPOSAL 1

ORIGINAL STAFF PLAN

South Davis Specific Plan Conceptual Design

- Specific Plan boundary
- ████████ I-R Industrial research
- ████████ Commercial
- ||||| Residential
- Quasi-public
- █████ Office/I-R
- ██████ Apartments
- ||||| Mixed residential densities
- Senior citizen housing
- △ School/Park site
- Roadways
- Greenbelts/Bikepaths
- ||||| LIVING GROUPS

ADDRESSING MAP
CITY OF DAVIS
CALIFORNIA

STAFF PROPOSAL #2

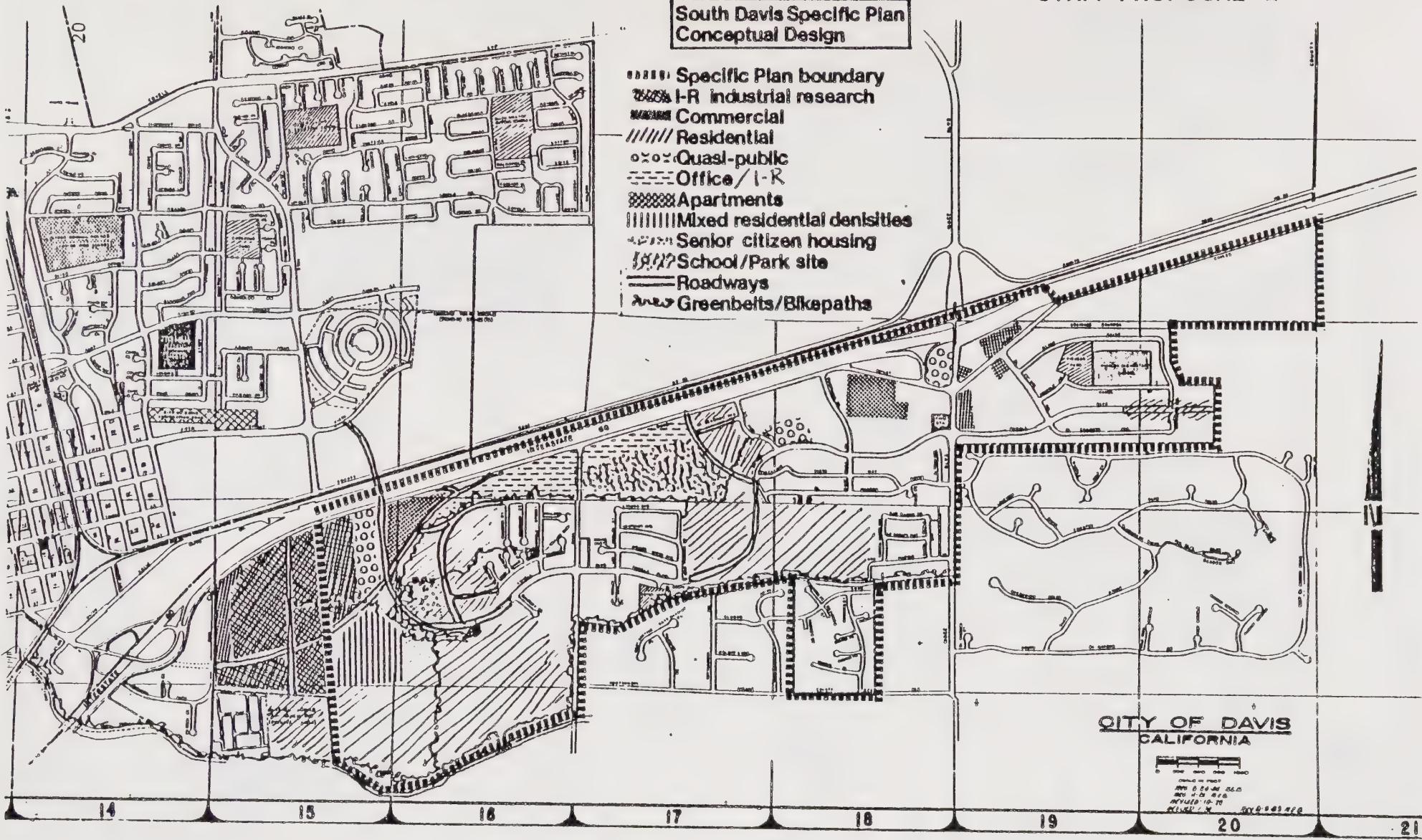
	<u>Approximate Acres</u>	<u>Population</u>	<u>Units</u>	<u>Employees</u>	<u>Population Generated by Employees</u>
Industrial	18			346	588
Office/Industrial	22			563	957
Commercial	12			192	326
School/ Park	25				
Quasi-public	20				
Residential ⁽¹⁾	296	1,195- 1,994	498- 831		
Senior Housing ⁽²⁾	10	160	100		
<hr/> TOTAL:	423	1,355- 2,154	598- 931	1,101	1,871

Estimated school children generated = 144 to 223 based on range of units.

NOTES:

- (1) Population based on State Department of Finance 1986 estimate of 2.4 persons per household.
- (2) Population based on 1980 census figure of 1.6 persons per household for households with the householder being over 65 years of age.

STAFF PROPOSAL 2

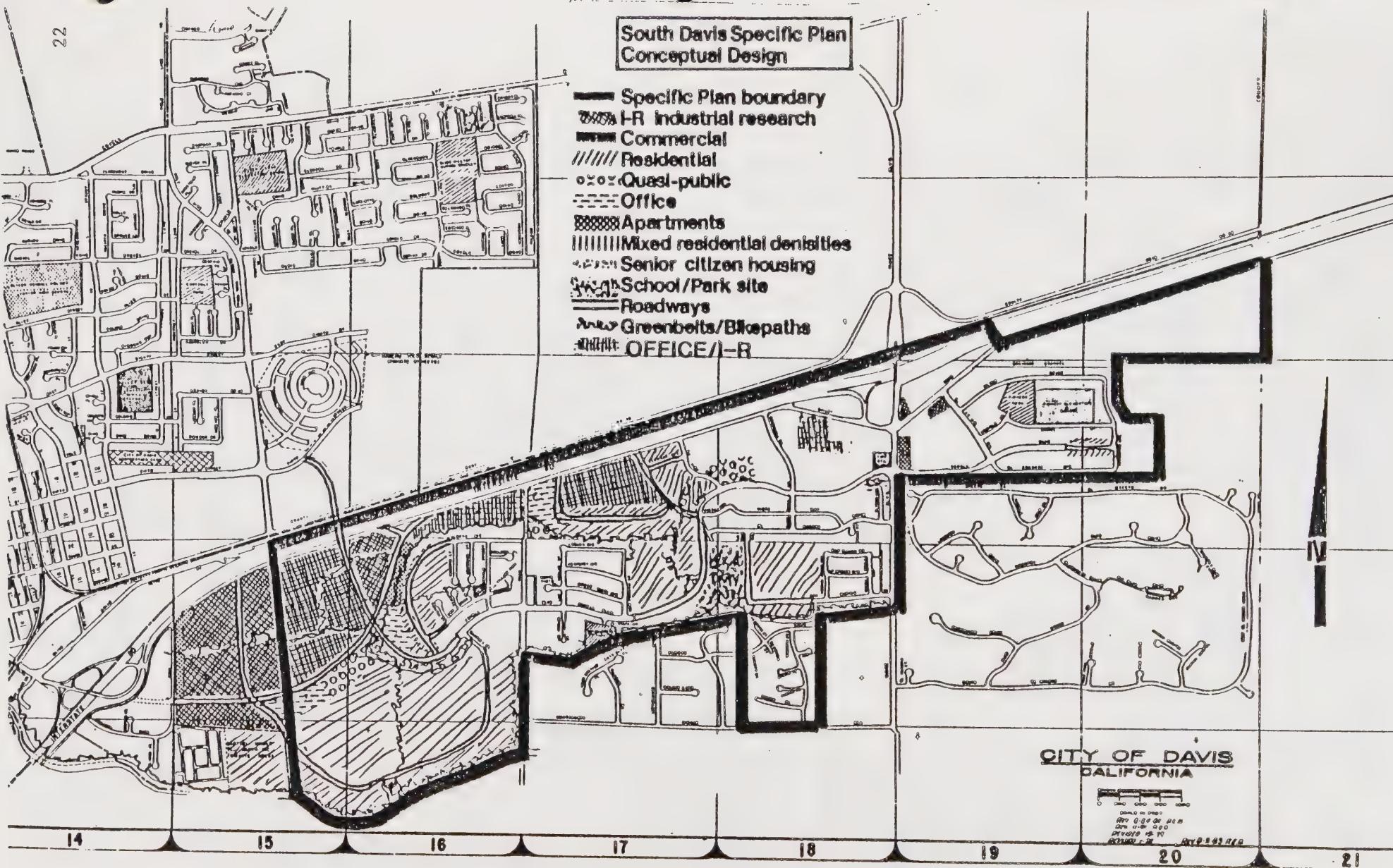


CITIZEN PROPOSALS

A. Fifth Street Overcrossing - Alternative I

	<u>Acres</u>	<u>Population</u>	<u>Units</u>	<u>Employees</u>	<u>Population Generated by Employees</u>
Industrial	65			1,248	2,122
Office	8.5			272	462
Industrial/ Office	8			205	348
Commercial	4			64	109
School	6				
Park	17				
Public	5				
Residential ⁽¹⁾	311	1,068	445		
Sub-total	424.5	1,068	445	1,789	3,041
Interland	<u>73.47</u>				
TOTAL	497.97				

Estimated school children generated is 107.



CITIZEN PROPOSALS (continued)

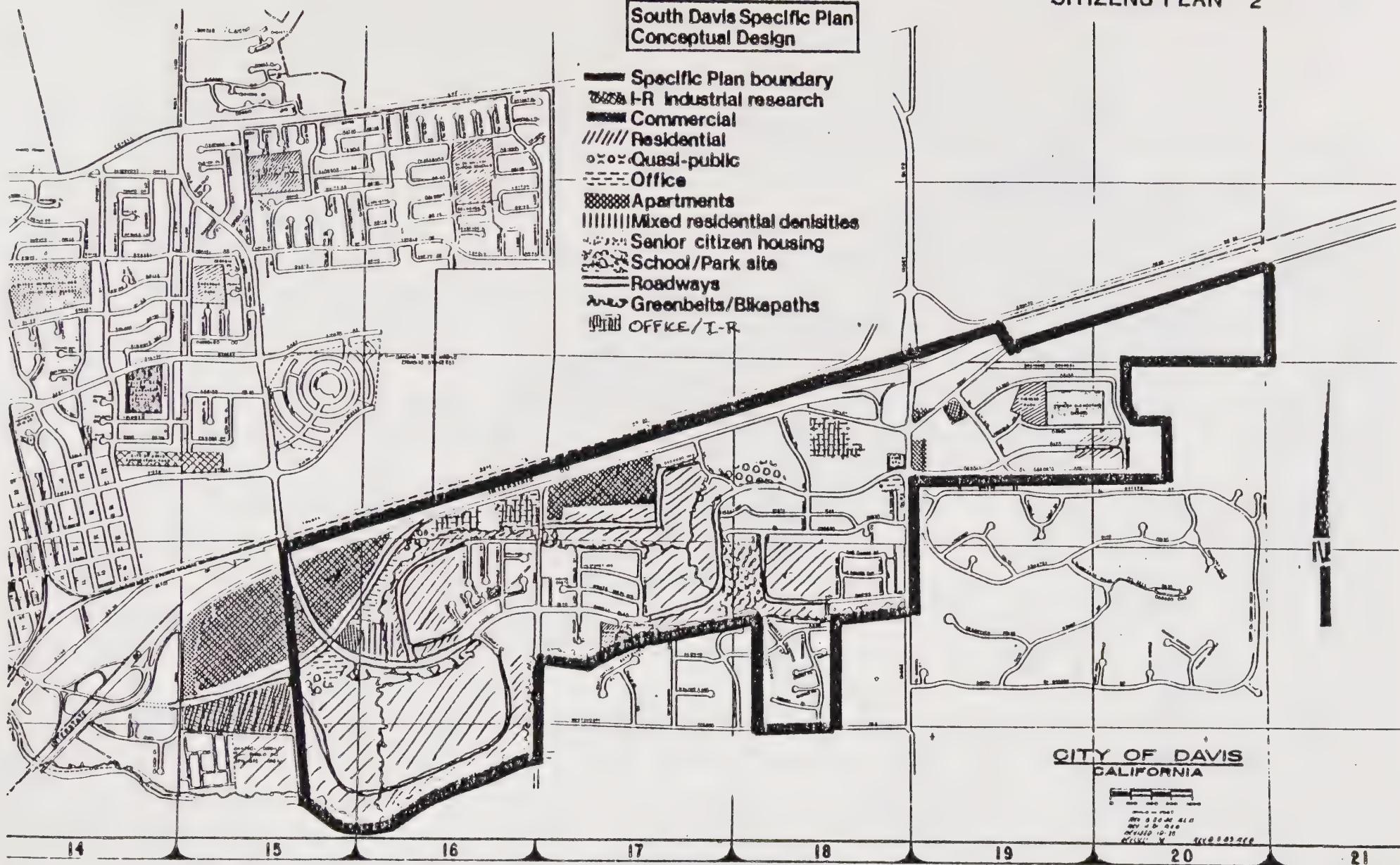
B. Pole Line Road Overcrossing Alternative

	<u>Acres</u>	<u>Population</u>	<u>Units</u>	<u>Employees</u>	<u>Population Generated by Employees</u>
Industrial	71			1,363	2,317
Office	13			416	707
Industrial/ Office	10			256	435
Commercial	3			48	82
School	6				
Park	17				
Public	5				
Residential	291	1,058	441		
Senior Housing ⁽²⁾	5	80	50		
Sub-total	421	1,138	491	2,083	3,541
Interland	<u>73.47</u>				
TOTAL	494.47				

Estimated school children generated is 118.

**South Davis Specific Plan
Conceptual Design**

- Specific Plan boundary
- XXXX I-R Industrial research
- Commercial
- ||||| Residential
- Quasi-public
- Office
- ||||| Apartments
- ||||| Mixed residential densities
- Senior citizen housing
- School/Park site
- Roadways
- Greenbelts/Bikepaths
- OFFICE / I-R



**CITY OF DAVIS
CALIFORNIA**

Scale: 1/4" = 1/800
1/8" = 1/1600
1/16" = 1/800
1/32" = 1/400
1/64" = 1/200
1/128" = 1/100

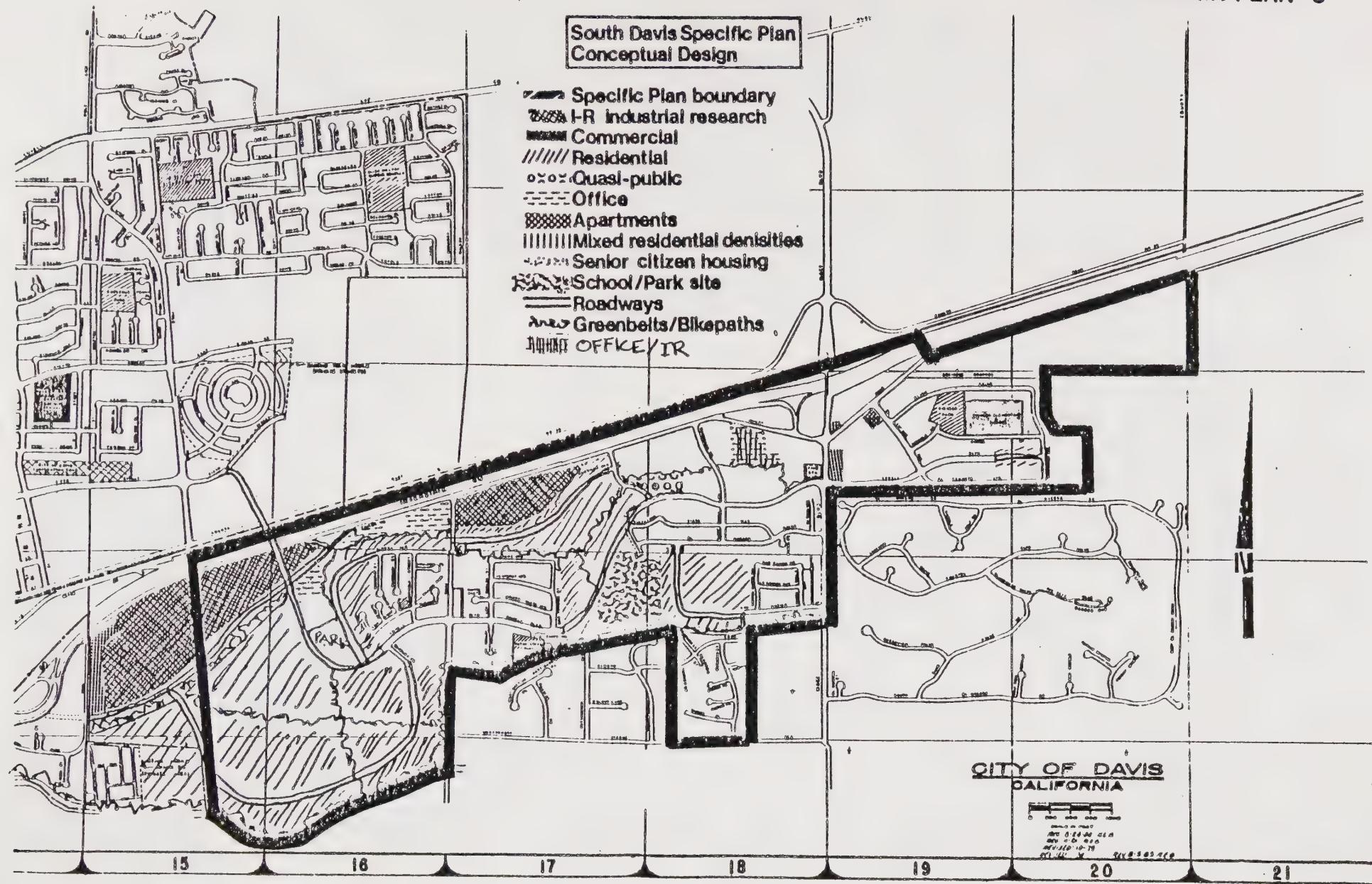
CITIZEN PROPOSALS (continued)

C. Fifth Street Overcrossing - Alternative II

	<u>Acres</u>	<u>Lots</u>	<u>Population</u>	<u>Employees</u>	<u>Population Generated by Employees</u>
Industrial	55			1,650	2,805
Office	11			385	655
Industrial/ Office	8			280	476
Commercial	0				
School	6				
Park	8				
Public	5				
Residential R-4	70	280	672		
Residential 1 - 2 acre lots	240	170	408		
Park Greenbelt	8				
Sub-total	411	450	1,080	2,315	3,936
Interland	73			2,000	3,400
Interland $\frac{1}{2}$				1,000	1,700
TOTAL	484				
with Interland					7,336
with $\frac{1}{2}$ Interland					5,636

Estimated school children generated is 113.

NOTE: Population for residential units based on 1986 State Department of Finance estimate of 2.4 persons per unit.



DRAFT

SOUTH DAVIS SPECIFIC PLAN GOALS AND OBJECTIVES

May, 1985

INTRODUCTION

The purpose of the South Davis Specific Plan is to direct future development in South Davis pursuant to the general goals, objectives and policies set forth by the Davis General Plan. The Specific Plan is intended to produce a more cohesive and aesthetic physical/cultural environment in South Davis. In addition, the Plan has been designed to accomplish the following:

1. To tie South Davis together as one unit instead of isolated development and to integrate South Davis with the rest of Davis.
2. To implement the recommendations of the Ad Hoc South Davis Committee and the Traffic Safety Study Committee in order to provide traffic circulation and to increase safety for children, bicyclists and pedestrians.
3. To suggest potential school site locations and space for additional parks and recreation areas.

DESIGN CONSIDERATIONS

The specific Plan achieves four major design objectives:

1. The Plan integrates a simple, functional, aesthetic design that represents the culmination of a number of citizen workshops.
2. The Plan facilitates a smooth traffic flow and implements a safe pedestrian, bicycle and automobile circulation pattern.
3. The Plan maintains much of the rural/agricultural flavor of the South Davis area while meeting residential, recreational, commercial and industrial needs.
4. Parks and greenbelts are designed to blend nature and natural settings with architecture.

CIRCULATION

Automobile Circulation

The automobile element of the Specific Plan includes the following features:

1. Construction of an overpass on Interstate 80, linking Cowell Boulevard with Pole Line Road.
2. Direct alignment of Chiles Road with Richards Boulevard consistent with the construction of the overpass.

3. Direction of as much traffic as possible towards Chiles Road, rather than through residential areas, by street design and stoplight location.
4. Completion of the east end of Cowell Boulevard and connection with Schmeiser Avenue.
5. Establishment of a center divider on Cowell Boulevard, for tree planting and to eliminate mid-block cross-traffic turns.
6. Connection of El Segundo Avenue with Road 103 north of Albany Avenue.
7. Completion of Albany Avenue to extend south and west to Cowell Boulevard.
8. Extension of Danbury Court to make a loop through the southern portion of the Specific Plan area, connecting from Cowell Boulevard to Chiles Road.
9. Connection of San Marino Drive with La Paz Drive.
10. Stop lights placed at Cowell Boulevard and Chiles Road, Road 103 and Cowell Boulevard, Cowell Boulevard and Mace Boulevard, Road 103 and Chiles Road.
11. Narrowing of Cowell Boulevard and Road 103 to minimum widths, with no parking, where bicycle undercrossings occur.

Bicycle Circulation

1. The Plan establishes a bicycle-pedestrian loop through the major portion of South Davis. From the loop, there is a western extension of the greenbelt to Research Park Drive. On the east, there is an extension from the loop into the Nugget Market area. In addition, there are short extensions into future neighborhoods. This links the new school site/park site, Putah Creek Bike Path, Tennis Club Park, existing and new commercial areas, office zoning, church and day care sites. The intent of the plan is to establish the safest possible bicycle and pedestrian access through South Davis.
2. The Plan provides for three (3) bicycle undercrossing on Cowell Boulevard and one each on Road 102 and Chiles Road. In addition, there is an undercrossing placed at the intersection between the Putah Creek bike path and Road 103, just south of the Village Apartments.
3. A bicycle and pedestrian overcrossing is to be built over Mace Boulevard, at Cowell Boulevard, that will connect to the western extension of the bicycle loop on a designated pathway, through the El Macero shopping center.
4. A twelve foot wide bike path is located on the north side of Cowell Boulevard, east of Mace Boulevard, extending the pedestrian and bike circulation system to El Camonte Avenue and eventually to Schmeiser Avenue. On that section of Cowell Boulevard, a tree-planted divider strip separates the bike path from Cowell Boulevard.
5. From San Marino Drive, the Plan establishes a bike route on Santa Paula Way, through an easement connecting with El Toro Way and an easement to Cowell Boulevard.

6. Completion of the Putah Creek bike path from Mace Boulevard to Interstate 80.
7. Construction of a 10 foot wide bike path along the existing easement at the east end of Laguna Avenue, in order to link the Laguna Avenue and Monte Vista areas to the greenbelt/bicycle loop.
8. Bike access routes not located on greenbelts are to be a minimum of 10 feet wide.
9. All paved bike paths should be constructed of washed aggregate concrete and not asphalt.

PARKS AND RECREATION

The Plan calls for the following park and recreational facilities to be located in South Davis.

1. A community park is established with a swimming pool complex (similar to Slide Hill Park) and community center building. The park is large enough to accommodate two soccer or baseball fields and a picnic area.
2. The community center is planned to be up to 10,000 square feet.
3. The community center area will have facilities for after-school care.
4. Four 1.5 acre park sites will be established throughout the area to serve the needs of local neighborhoods. The parks are designed to be similar to Village Park and Putah Creek Park.
5. The plan designates an equestrian center in the most southerly portion of the Specific Plan. Located in the "ranchette" subdivision.
6. A tennis park is established through purchase of The Tennis Club. Nine of the existing courts are to be preserved, with the remaining three removed for picnic and tennis observation areas. The existing buildings are to be converted to a day care facility.
7. Greenbelts are considered as part of the recreational space. They should be a minimum 50 feet width. Three special greenbelt areas are designated to preserve the character of South Davis: a) Putah Creek; b) existing historical walnut grove in the "ranchette" area; and c) 100 foot wide new almond orchard on the southern side of the western extension of Cowell Boulevard. Putah Creek is to be kept as low-maintenance natural grasses and native trees and shrubs. The historical walnut grove is to be kept in natural grasses (mowed) with a decomposed granite pathway to protect the health of the trees and the aesthetics of the grove. The almond orchard is to be maintained in native grass.
8. Greenbelts are to be planted with trees and turf grass.
9. Residents who border greenbelts are to be allowed to plant and maintain a five foot strip along the edge of their property.

10. For greenbelt safety and crime prevention all new housing on greenbelts is designated "courtyard housing." This requires that the builder establish a private outdoor space on the side of the house or the street side of the house. In addition, it establishes an open-space easement that prohibits fences from being taller than 3.5 feet on the greenbelt-side of the house. Houses are to be set back a minimum of 15 feet from the greenbelt. Where existing housing occurs on one side of the greenbelt, the bike path is to be located closer to the new housing than existing fences.
11. Where existing grades on the greenbelt side of existing fences are higher than existing backyards, the greenbelt grade will be lowered to provide privacy and maintain security.

HOUSING

The Specific Plan provides for a low- and moderate-density housing to keep within the population goals established in the Davis General Plan. New housing should be allocated in the following manner:

1. On the "Creekwood" property, housing is designated as four lots per acre. The Lillard property, north of Cowell Boulevard, is designated as four houses per acre; south of Cowell Boulevard the density is one house per 1.5 acres. The 20 acres of land-locked property located east of the Barthel Trailer Park will be annexed and designated as one unit per 1.5 acres.
2. A six acre senior citizens housing cluster is provided north of Cowell Boulevard and east of the new commercial zoning at Chiles Road and Cowell Boulevard. The designated density is 10 units per acre.
3. All new housing is to be compatible in size, height and design with existing, adjacent housing.

COMMERCIAL AND OFFICE ZONING

The plan calls for the following commercial and office space development:

1. A three acre commercial site is located at Chiles Road and Cowell Boulevard. This will include a small grocery store and miscellaneous retail and commercial shops.
2. Twelve acres are set aside for professional offices (doctors, dentists, etc.) along Chiles Road between the western extension of Danbury Road and the U.S. Agriculture building.

INDUSTRIAL AND RESEARCH PARK ZONING

The plan calls for the following directives on industrial and research park development.

1. Industrial and research zoning along Chiles Road and the connection of Chiles and Cowell, should be designed in keeping with the density, landscaping and design example of the Pacific Standard Life Insurance Building.

2. Landscaping and building design along Chiles Road will be a consistent, and well-coordinated design theme. This design creates a noise and visual buffer between residents and Interstate 80.

ENVIRONMENTAL

The Plan calls for the following to preserve and enhance environmental resources:

1. All industrial, commercial and research facilities are to maintain existing air and water quality standards.
2. To reduce the impact of freeway noise, industrial, commercial, office and research zoning that separates Interstate 80 from the residential areas are to provide uninterrupted earth berms or structures.
3. Commercial developments should be encouraged to minimize their impact on residential areas through operational standards or access (delivery/trash) point design.

SCHOOLS

A suggested location for a potential elementary school is designated adjacent the South Davis Community Park between Cowell Boulevard and La Paz Drive. This site is designed to be between 3 and 6 acres, located adjacent to greenbelt, park, community center and after-school care facilities.

SERVICES

Three locations are designated as quasi-public service area for churches or day care centers.

SCHOOL POLICIES AND RECOMMENDATIONS

The City has met several times with School District officials to ascertain their opinions and recommendations concerning planning for South Davis. Staff met again with district representative in June 1986 to finalize their recommendations which are stated below:

- Student generation factors should be used as documented in the April 7, 1981 "Student Generation Factors" report. There are:
 - a. Each single-family unit generates .24 children,
 - b. Each condominium unit generates .14 children,
 - c. Each apartment units generates .04 children.
- A new elementary school is not required unless approximately 2000 additional units are developed in South Davis. This is based on a 500+ student elementary school, and that 2000 units would generate approximately 500 students.
- Students generated with development under approximately 2000 units would be accommodated at Pioneer School through portable buildings.
- It is strongly recommended that a school site be reserved in the South Davis area for the potential development that may occur.
- The only acceptable site for a new school is along the west side of Road 103, south of Cowell Boulevard. This is based on the need to physically separate the school as far from Pioneer School as possible.
- The elementary school size should be 10 acres.
- It is preferred that a 25-30 acre site at the same location be reserved for an elementary and junior high combination.

WASTEWATER TREATMENT PLANT CAPACITY

RECEIVED
JUN 26 1986

CITY OF DAVIS
PLANNING

June 26, 1986

TO: COMMUNITY DEVELOPMENT DIRECTOR, TOM LUMBRAZO
FROM: ASSISTANT CIVIL ENGINEER, RICK BATHA *Rick Batha*
SUBJECT: SEWAGE CAPACITY STUDY FOR SOUTH DAVIS SPECIFIC PLAN

Attached is a simple analysis of sewage capacity for three future growth levels for South Davis, which Duane Copley asked me to do. It projects sewage flows for additional development of 500 units, 1,100 units and 2,000 units. I hope it serves your purpose.

RB:er

File: MER0094.RB

PRELIMINARY ANALYSIS OF SEWAGECAPACITY FOR SOUTH DAVIS

This preliminary engineering analysis investigates the sewage system capacity for future growth in South Davis. Specifically, it addresses future flows, the carrying capacity of the system, and likely system improvements for three growth alternatives; namely, 500 units, 1100 units, and 2000 units, plus commercial and industrial development. The system consists of the El Macero Pump Station, a 14-inch force main, and a 21-inch gravity pipe. This analysis does not address the adequacy of the city water pollution control plant to process these additional flows.

BACKGROUND

Most of South Davis is served by the El Macero Pump Station which pumps the sewage under pressure for about two miles to County Road 105 north of Interstate 80. From there it flows by gravity to the water pollution control plant.

SYSTEM CONSTRAINTS

Potential capacity constraints consist of:

- 1) The 21-inch clay gravity pipe.
- 2) The 14-inch ductile iron pressure pipe (force main).
- 3) The pump station, comprised of three 20-horsepower pumps, one of which is reserved for backup. The original project specifications call for future upgrade to 60-horsepower pumps. This study assumes that the existing station controls and other equipment are adequate for upgrading to 60-horsepower pumps, but that additional upgrading is needed for larger pumps.

SYSTEM CAPACITY

The capacities of these system elements are approximately:

21-inch gravity pipe	4.5 MGD	(millions gallons per day)
14-inch force main	8.5 MGD	
Pump Station	2.2 MGD	

It is evident that pump station facility is the controlling element of the system.

ANALYSIS METHOD

Determination of future flows incorporated existing flows (measured at the pump station), projected flow volumes for the development currently approved, and projected flows for three different development levels; namely 500 units, 1100 units, and 2000 units. Computed sewage flows for these development alternatives included industrial and commercial land use of 100 acres. Pump station recorded flows for peak dry weather and peak wet weather flows were taken from June 1986 and February 1986 charts, respectively.

ENGINEERING ASSUMPTIONS

Assumptions used to determine projected flows are as follows:

- o Single-family residential - 4 capita per unit.
- o Apartment - 3 capita per unit.
- o Infiltration - 600 gallons per acre day.
- o Commercial & Industrial - 1110 gallons per acre day.
- o Development area - 420 acres for all 3 alternatives.
- o Industrial & Commercial - 100 acres for 3 alternatives.
- o Peaking Factor - 1.7.

RESULTS

Results are tabulated below:

<u>Alt. Growth Level</u>	<u>Peak Dry Weather Flow</u>	<u>Peak Wet Weather Flow</u>	<u>Modifications Needed</u>
500 units	1.7	2.7	None
1100 units	2.1	3.1	Upgrade pumps to 60 hp (maximum pumping capacity is 3.3 MGD)
2000 units	2.8	3.8	Major pump station modifications

The existing 14 inch force main and 21 inch gravity outfall can carry up to 4.5 MGD.

Preliminary Analysis
South Davis Sewage Capacity

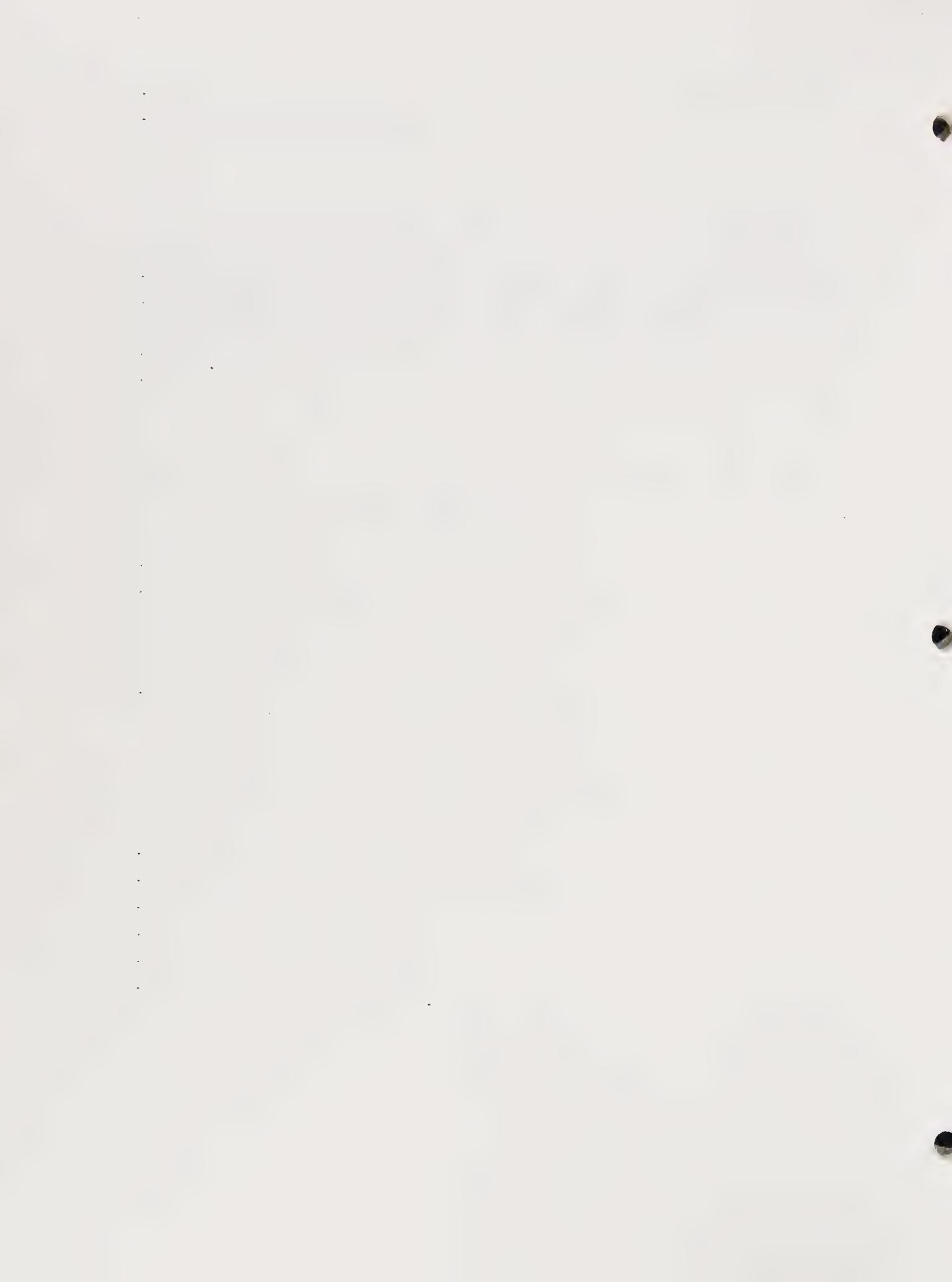
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June 26, 1986

SUMMARY

This preliminary analysis indicates that no modifications to the South Davis sewage system are needed for the 500 unit alternative, and that pump motors should be upgraded to 60 horsepower each for the higher growth alternatives with more extensive pump station modification needed for the 2000 unit alternative. Adequate pipe capacity exists downstream of the pump station for all three alternative levels of growth.

SOUTH DAVIS PARKS



Existing in South Davis are the following parks:

University Greenbelt	-	.90 acres
Village Park	-	.80 acres
Putah Creek Park	-	1.80 acres
Pioneer Park	-	5.80 acres

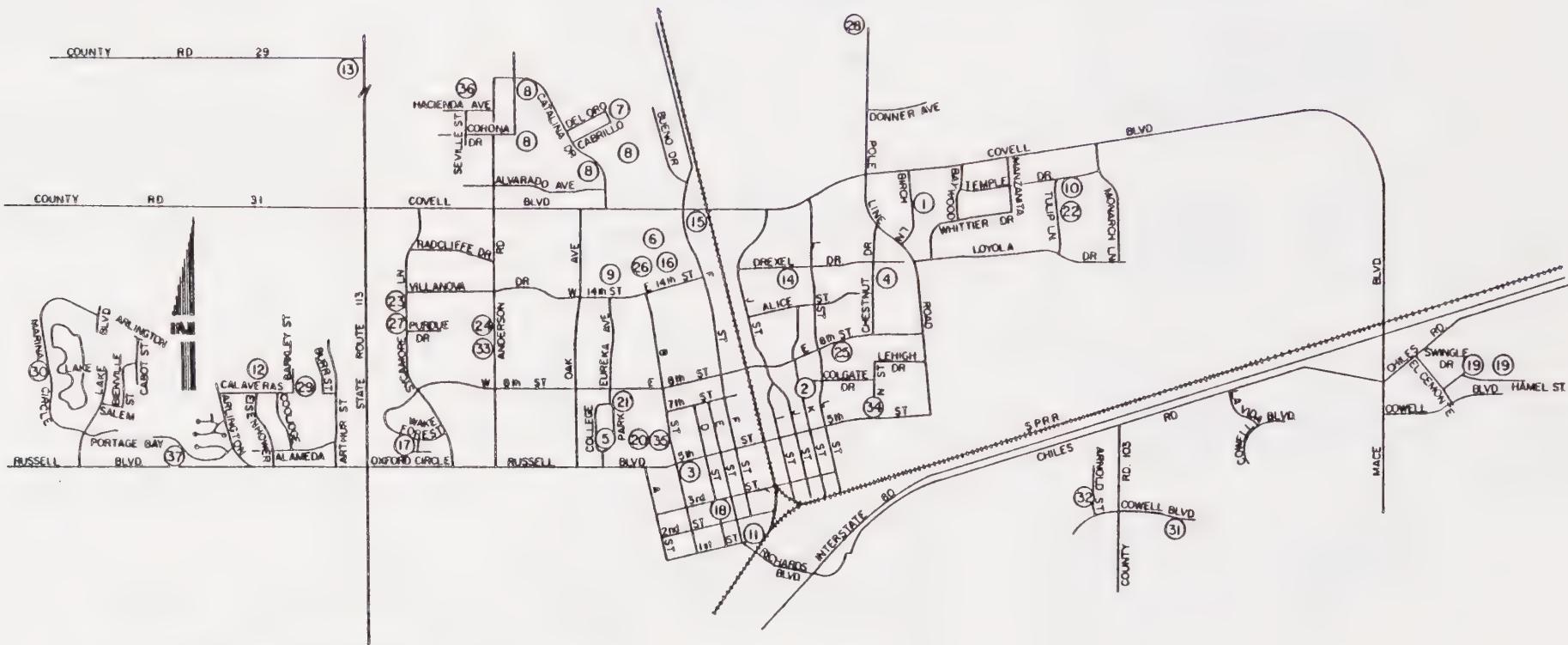
This is a total of 9.3 acres for the 4,710 people living in the area according to 1984 figures. This represents 506 persons per acre.

By comparison, the following figures are provided for other City areas:

Planning Area	Park Acres	Persons per Acre
A	7.30	776
B	32.90	152
C	41.90	291
E	18.83	550

<u>CLASS "D" AREA</u>	<u>ACRES</u>	<u>CLASS "A" AREA</u>	<u>ACRES</u>
Covell Boulevard	4.60	<u>PARKS</u> (high use) ^A	
Arden-Mayfair	1.00	Central	2.20
Russell Boulevard	5.55	Chestnut	6.10
Mace Boulevard	.12	Slide Hill	12.00
Willowbank	2.42	Community	28.00
University Gardens	.50	Westwood	5.80
Miscellaneous Areas	9.00		
<u>WELLS/PUMP STATIONS</u>		<u>ATHLETIC FIELDS</u> (high use)	
600 "E" Street	.11	Old Emerson	7.00
Eleventh Street	.11	Little League	4.00
Eighth Street Tower	.03	High School (infields)	2.00
Sycamore	.14		
"L" Street	.13	<u>NEIGHBORHOOD PARKS</u>	
Manzanita	.21	Sycamore	5.80
El Macero	.21	Pioneer	5.80
El Campo	.14	Covell	5.21
Well No. 18	.10	Oxford Circle	4.00
Eighth and "J" Street	.01		
Third Street	.01	<u>OTHER FACILITES</u>	
<u>PARKING LOTS</u>		Veterans Memorial Center	4.00
1-G Street btwn. 2nd & 3rd	.53	New City Offices (23 Russell)	2.00
2-F Street btwn. 2nd & 3rd	.77	Emerson Pool	
1-G Street btwn. 3rd & 4th	.48		
2-F Street btwn. 3rd & 4th	1.10	<u>CLASS "B" AREA</u>	<u>ACRES</u>
Wake Forest	.57	<u>NEIGHBORHOOD & MINI PARKS</u>	
<u>MEDIANS/RIGHTS-OF-WAY/EASEMENTS</u>		Cedar	.50
Pole Line Road	.41	College	.90
Denison Drive	2.50	Hacienda	1.00
Covell-E. to Pole Line	2.75	Village	.80
Russell Boulevard	2.50	"N" Street	.23
Lake Boulevard	.45	Whaleback	1.50
Richards Underpass	.55	Redwood	3.20
Arlington Boulevard	.31	Putah Creek	1.80
Anderson Road	.14		
Fifth - L to Pole Line	.27	<u>GREENBELTS</u>	
Hanover Drive	.12	University	.90
Road 103	.50	Green Meadows	3.31
Trash Receptacles (core)		Streng's	2.08
Planters - 2nd & G & F	.09	Covell	26.70
F Street - Faro North	.08		
		<u>OTHER FACILITIES</u>	
		City Hall - F Street	.15
		Fire Station #1	.37
		Fire Station #3	.23
		Corporation Yard	.25
		Pence Gallery	.15

MAP OF DAVIS PARK AND FACILITY LOCATIONS



PARK FEATURES

2. CEDAR PARK

K Street and Hunt Way
Tiny Tot Play Area, Apparatus,
Shaded Picnic Area, Horseshoe Pit

3. CENTRAL PARK

5th and C Streets
Shaded Picnic Area, Horseshoe Pits,
Tiny Tots Play Area, Restrooms,
Passive Open Space

4. CHESTNUT PARK

Chestnut Lane at Alice Street
Picnic Area, Roundhouse (Rec. Center),
Ball Field, 2 Tennis Courts, Play
Apparatus, Basketball Courts

5. COLLEGE PARK

17 College Park
Passive Green Area

6. COMMUNITY PARK

14th and F Street
12 Tennis Courts, Picnic Area, Tiny Tot
Area, Bike Paths, Ball Fields, Play
Apparatus, Swimming Pools, Mounded
Open Turf Area, Veterans' Memorial
Center, Band Shell Site, Restrooms

7. COVELL PARK

Del Oro and Cabrillo Avenue
Passive Mounded Area, 2 Tennis
Courts, Picnic Area

8. COVELL GREENBELTS

North of Covell Boulevard
Bike Paths, Passive Open Space, Tiny
Tot Play Area

17. OXFORD CIRCLE PARK

Oxford Circle and Wake Forest
Drive
Adult Play Area, Turf Amphitheater,
Group Barbecue Area, Passive
Mounded Area, 9 Hole Disc Golf
Course, Tiny Tot Area, Picnic Area

19. PIONEER PARK

Hamel Street at Swingle Drive
Sand Areas, Arbor Picnic Area, Bike
Path, Passive Mounded Areas,
2 Tennis Courts, Restrooms

22. SLIDE HILL PARK

Temple Drive and Tulip Lane
"The Slide," Swimming Pools,
Restrooms, Bike Paths, Hard Court
Area, Passive Open Space, 2 Tennis
Courts, Ball Field

23. Sycamore Park

Sycamore Lane at Colby Drive
Passive Mounded Area, Bike Path,
Sand Area, 2 Tennis Courts

29. WESTWOOD PARK

Calaveras Avenue and Barkley
Street
Tiny Tot Play Area, Playground
Apparatus, Shaded Picnic Area,
Passive Open Space, Basketball
Court, Bike Path, Restrooms

30. WHALEBACK PARK

Marina Circle and Whale Avenue
Unique Children's Play Equipment
in a Nautical Theme

31. PUTAH CREEK PARK

El Campo Avenue at Cowell
Boulevard
Playfield and Tiny Tot Play Area in a
Creekside Setting.
Connects to the New Putah Creek
Bike Path

32. VILLAGE PARK

Arnold Street and Concord
Avenue
Basketball Court, Tiny Tot Play Area
and the "Mark IV" Play Apparatus

33. REDWOOD PARK

Anderson Road at Amherst Drive
Picnic Area, Play Apparatus,
Restrooms,
2 Tennis Courts, Bike Path

34. N STREET MINI-PARK

5th and N Street
Grass Play Area, Play Apparatus
and Picnic Area

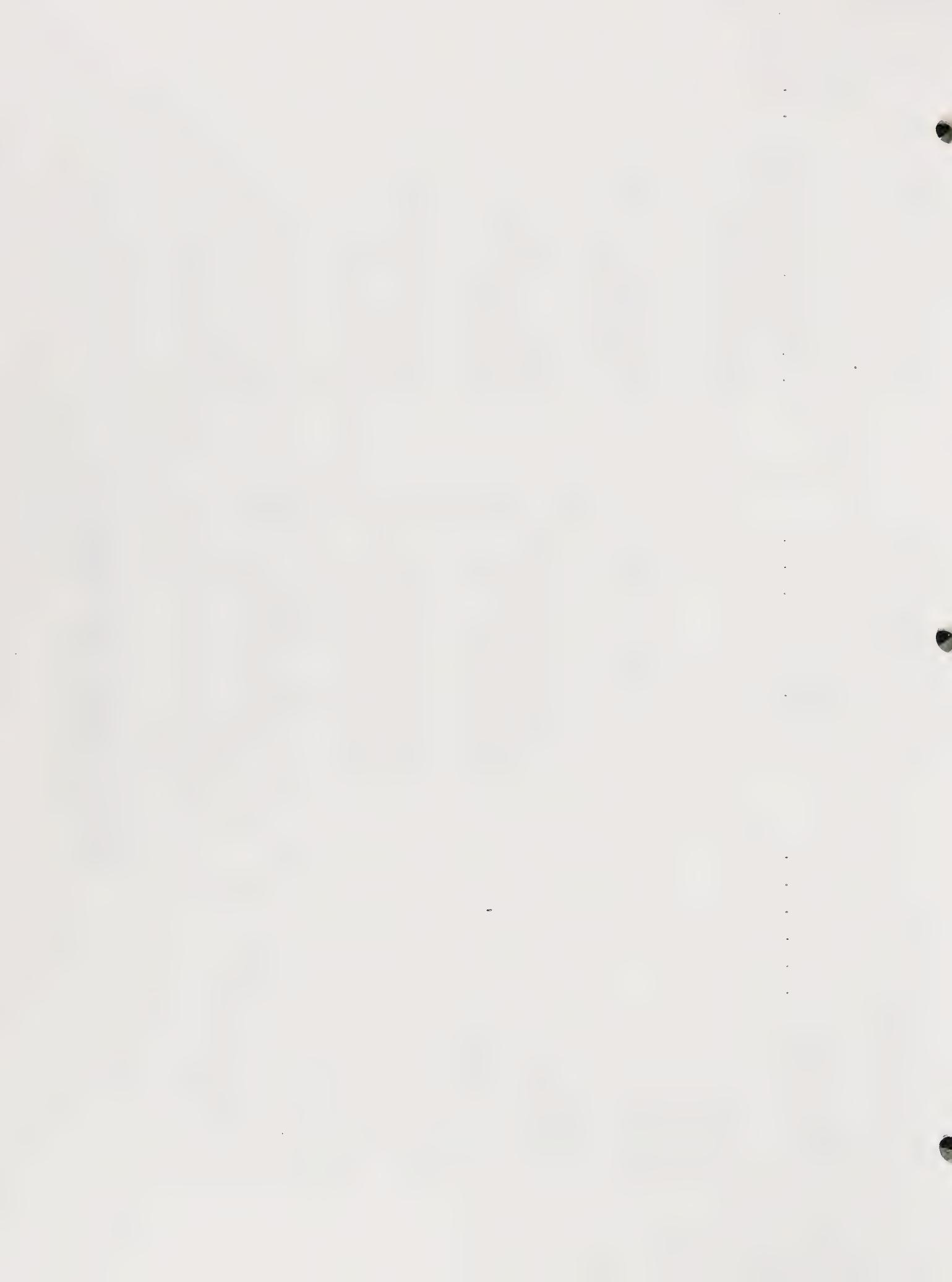
35. CIVIC CENTER PARK

Russell Blvd. and B Street
Gymnasium, Ball Fields, Swimming
Pools, Grass Play Area, Senior
Center, Senior Par Course, Horseshoe
Pits and Shuffleboard

36. HACIENDA PARK

Hacienda Avenue and Seville
Street
Grass Play Area, Basketball Court
and Future Tiny Tot Play Area

PUBLIC WORKS DEPARTMENT CIRCULATION COMMENTS



The Public Works Department has the following comments about the proposed plans:

Minor Arterial - Street Alignments

We have made a preliminary analysis of the alignment of the proposed connecting minor arterial streets in South Davis. All curves are 600 foot radius or greater and provide for adequate design speed. For reference, the radius in the following existing street curves are:

1. Marina Circle - north	410 feet
2. Arlington Boulevard - north of Russell	743 feet
- north of Emerson	1,000 feet
- At Cabot	300 feet
3. Catalina Drive - Anza to Cabrillo	500 feet
4. Villanova Drive - East of Carob	200 feet
- West of Carob	325 feet
5. Cowell Boulevard at Vista Way	300 feet

There is adequate flexibility to adjust the alignment of the Richards-Chiles connection to fit different land use arrangements.

Cowell Boulevard - East of Schmeiser Avenue

There is a recommendation from the Planning Commission to prevent the easterly extension of Cowell Boulevard east of the proposed alignment at Schmeiser Avenue. Agricultural access only is proposed.

We concur with agricultural access for the near term street design, but recommend that options to allow for future extension of Cowell easterly of Schmeiser be considered. The removal of any possibility for this may pose legal problems. Legal issues should be explored and an in depth environmental review made as part of the specific plan process.

Mace Boulevard Bicyclist and Pedestrian Crossing at Cowell Boulevard

A separated crossing of Mace Boulevard for pedestrians seems to be a major priority for residents who attended Mike Corbett's design sessions. This proposed overcrossing would require some type of looped ramps in order for bicycles to be able to use the facility. Cost for such a structure would be prohibitive and it is highly unlikely that most pedestrians would use the facility due to the inconvenience. The Safety Advisory Commission did not consider the overcrossing to be appropriate since signals would be installed in the future for adequate pedestrian protection.

POPULATION PROJECTIONS

Population Projections for South Davis

Population Category

1.	City Population (1/84)	38,750
2.	New Building Permits since 1/84 to 3/1/85 (525 total)	1,339
3.	Existing Urban Area Population	4,818
4.	Residential Population projected by new housing for South Davis*:	
a.	Recommended staff plan 1,000-1,100 units	2,400 - 2,640 persons
b.	Staff Plan I 1,180-2,536 units	2,832 - 6,086 persons
c.	Staff Plan II 598-931 units	1,435 - 2,234 persons
d.	Citizen Plan I 445 units	1,068 persons
e.	Citizen Plan II 491 units	1,178 persons
f.	Citizen Plan III	1,080 persons
5.	Residential population projected by currently approved but unbuilt development to the year 2000 (2,234 units)	5,699
<hr/>		
	TOTAL	53,006 - 53,246
	per a.	53,438 - 56,692
	per b.	52,041 - 52,840
	per c.	51,674
	per d.	51,784
	per e.	51,686

* Based on the 1986 State Department of Finance estimate of 2.4 persons per household.

JOBS/HOUSING BALANCE



Based on the staff recommended plan for non-residential uses, the following job creations would result:

		<u>Jobs</u>
	<u>Low</u>	<u>High</u>
Industrial (30 acres at 12-25 jobs per acre)	360	625
Office (20 acres at 20 jobs per acre)	400	400
Commercial (10 acres at 15-20 jobs per acre)	150	200
Total	810	1,225

The Interland Environmental Impact Report assumed job densities of (15 jobs per acre for commercial and 12 jobs per acre for industrial research). This assumes a reasonable mix of uses (warehouses and offices).

The South Davis Research Park EIR assumed 11 jobs per net acre and 9.1 jobs per gross acre.

Accepted ranges are from State's O.P.R. Economic Practices Manual as follows:

<u>Use</u>	<u>Sq.Ft. per Employee</u>
Retail	300 - 600
Office	225 - 275
Light industry	400 - 1,000

It is the staff opinion that people created by the 810-1,225 jobs could be generally assimilated by the 1,000-1,100 units. This would depend on project development timing and that the housing provided was in various styles and price ranges.

Of course, the jobs-housing balance issue can be addressed in various proportions.

See the "Comparison of South Davis Plans" section for previous additional information.



DENSITY COMPARISONS



(3) Present overall density - 1321 units, 197.49 acres = 6.69 units per acre

(existing single-family + apartments)

If the South Davis Specific Plan area were to be planned to the general densities of the other Davis planning areas. The following South Davis densities would result:

<u>Planning Area</u> ⁺	South Davis (based on all land uses)	South Davis (based on residential area only)**
A	1,487 units	1,170 units
B	1,657 units	1,332 units
C	2,380 units	1,982 units
E	1,742 units	1,950 units

⁺ Uses density figures described earlier for existing planning areas.

* Assumes 425 acres of residential, commercial, industrial development.

** Assumes 325 acres of residential development and 100 acres of non-residential uses.

The following density comparisons are provided:

<u>Planning Area</u>	<u>Density</u> (all land including)	<u>Density, (less</u> <u>non-residential land)</u>
A	3.5 units/acre (2,211 units - 632 acres)	3.6 units/acre (2,211 units - 613 acres)
B	3.9 units/acre (1,903 units - 487 acres)	4.1 units/acre 1,903 units - 468 acres)
C	5.6 units/acre (4,543 units - 810 acres)	6.1 units/acre (4,543 units - 943 acres)
D	4.1 units/acre (4,188 units - 1,016 acres)	6.0 units/acre (4,188 units - 697 acres)

Additionally, the following selected subdivision densities are shown below:

- a. Senda Nueva #1 - 16 units, 3 acres = 5.3 units per acre
- b. Stonegate #16 - 41 units, 8.1 acres = 5.6 units per acre
- c. Covell Park #17 - 38 units, 6.7 acres = 5.67 units per acre
- d. Green Meadows #4 - 21 units, 3.74 acres = 5.61 units per acre
- e. Willowbank #7 - 8 units, 2.63 acres = 3.04 units per acre
Willowbank #8 - 5 units, 1.3 acres = 3.85 units per acre
- f. Senda Nueva Master Plan -
 - (1) Total project - 551 units, 72 acres = 7.65 units per acre
 - (2) Apartments - 251 units, 16 acres = 15.7 units per acre
 - (3) Single-family, detached - 150 units, 14.3 acres = 10.5 units per acre
 - (4) Condominiums, Cooperatives - 150 units, 9.5 acres = 15.8 units per acre
 - (5) Overall Single-family - 300 units, 23.8 acres = 12.6 units per acre
(Single family detached + Condos and Coops)
- g. Stonegate Master Plan
 - (1) Apartments - 637 units, 25.65 acres = 24.83 units per acre
 - (2) Single family - 684 units, 171.84 acres = 3.98 units per acre

VACANT PARCELS IN SOUTH DAVIS



VACANT PARCELS IN SOUTH DAVIS

2/85

Assessors Parcel #	Acres	General Plan Designation	Zoning	Owner	Key to Map
69-030-01	11.57	Commercial	P.D.(C-H)	Western Title Inc.	1
69-030-04	52.01	Industrial	P.D.(R-3-L & C-H)	Western Title Inc.	2
69-030-05	7.01	Industrial	P.D.(R-3-L)	Western Title Inc.	3
69-010-01	99.41	Urban Reserve	P.D.(R-1-6)	Kathleen Dolan	4
60-020-01	105.47	Industrial & Urban Reserve	P.D.(R-1-6, R-2 R-3-L, C-N, I-R)	Kathleen Dolan	5
69-020-02	33.35	Industrial & Urban Reserve	P.D.(R-1-6, R-2, I-R)	Amy Hong	6
69-020-03	18.56	Residential	P.D.(R-1-6, R-2)	Stephen Wong	7
69-020-05	12.08	Urban Reserve	P.D.(R-2, R-3-L, C-N)	Amy Hong	8
69-020-04	8.42	Urban Reserve	P.D.(I-R)	Kathleen Dolan	9
69-070-01	46.88	Urban Reserve	P.D.(17-72)	Federal Savings & Loan Ins. Co.	10
69-070-02	14.34	Urban Reserve	P.D.(17-72)	Federal Savings & Loan Ins. Co.	11
69-100-02	39.39	Urban Reserve	P.D.(17-72)	Federal Savings & Loan Ins. Co.	12
69-100-03	25.75	Urban Reserve	R-1-6	Marie Bartoli	13
69-060-01	5.25	Urban Reserve	County	Clyde Rust	14
69-100-07	1.00	Urban Reserve	County	Kathrin Howell	15
69-100-08	27.62	Urban Reserve	County	Ann Schuler	16
69-100-11	1.27	Urban Reserve	County	Gordon & Kathrine Howell	17
69-100-12	12.00	Urban Reserve	County	Roman Catholic Bishop	18
69-040-01	20.31	Urban Reserve	County	Curt Nelson	19
69-030-02	2.88	Commercial	P.D.(C-H)	Western Title Ins. Co.	20
Total	544.57				

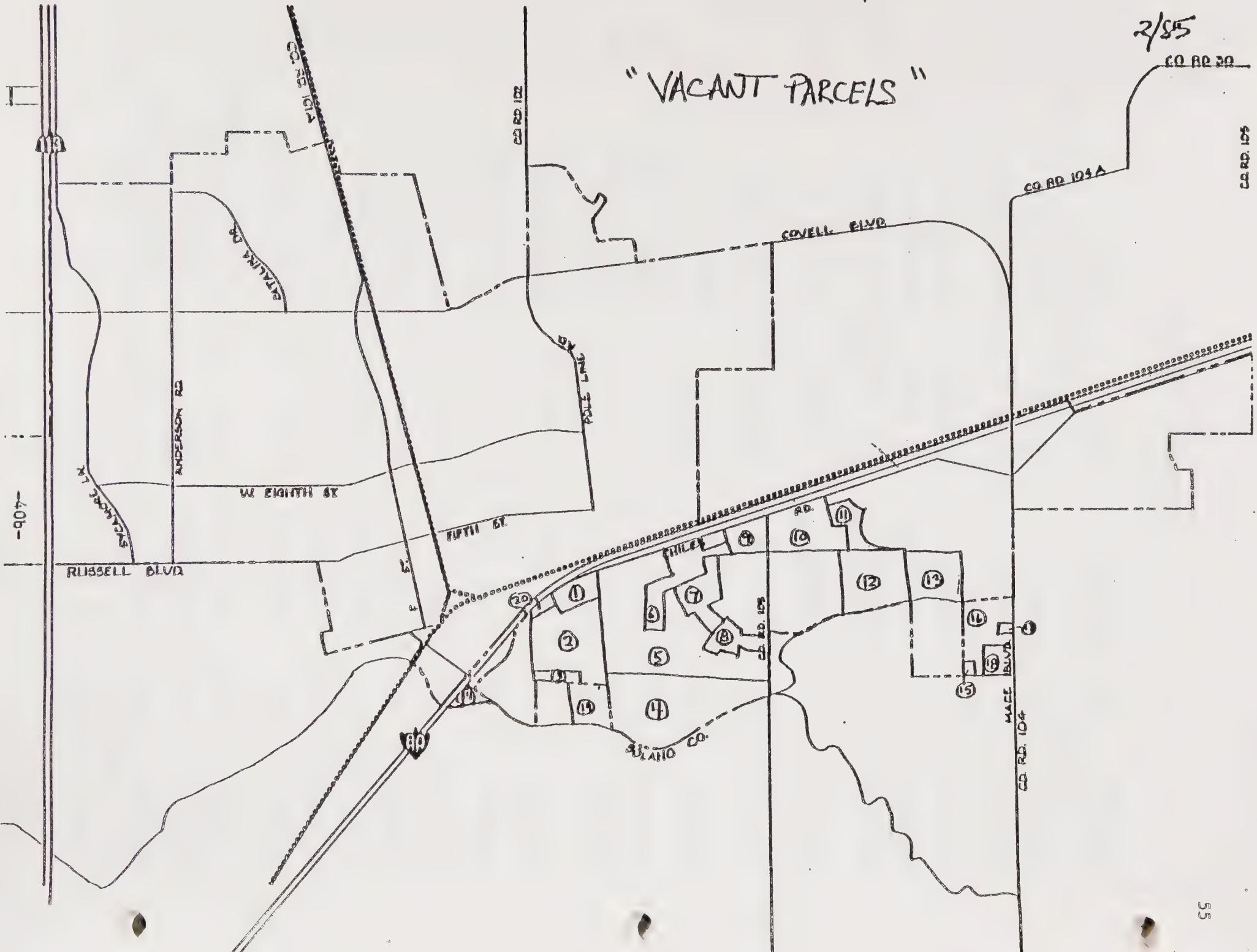
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"VACANT PARCELS"

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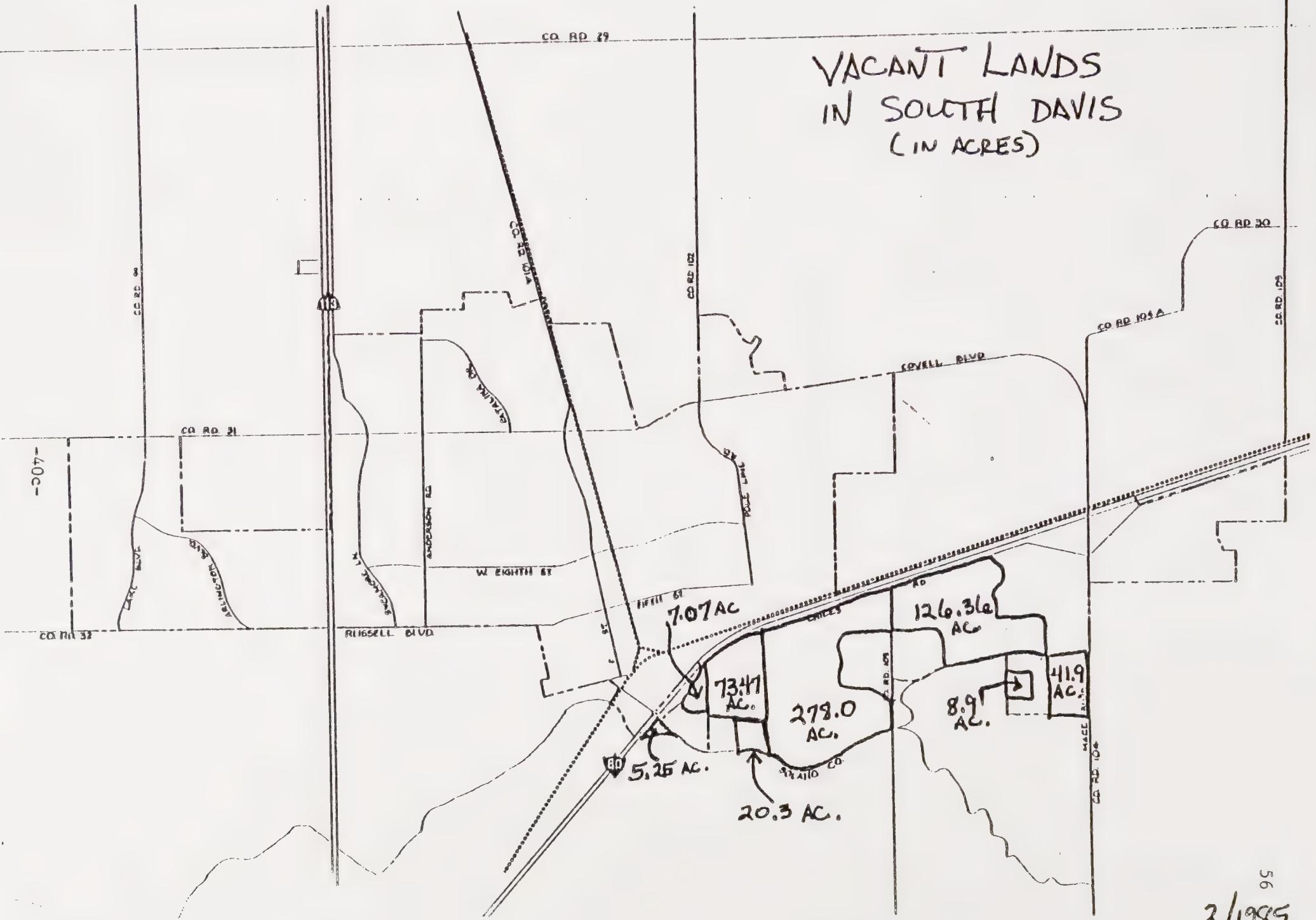
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CO RD 29

VACANT LANDS
IN SOUTH DAVIS
(IN ACRES)



59

2/1985



CURRENT DEMOGRAPHIC AND HOUSING PROFILE

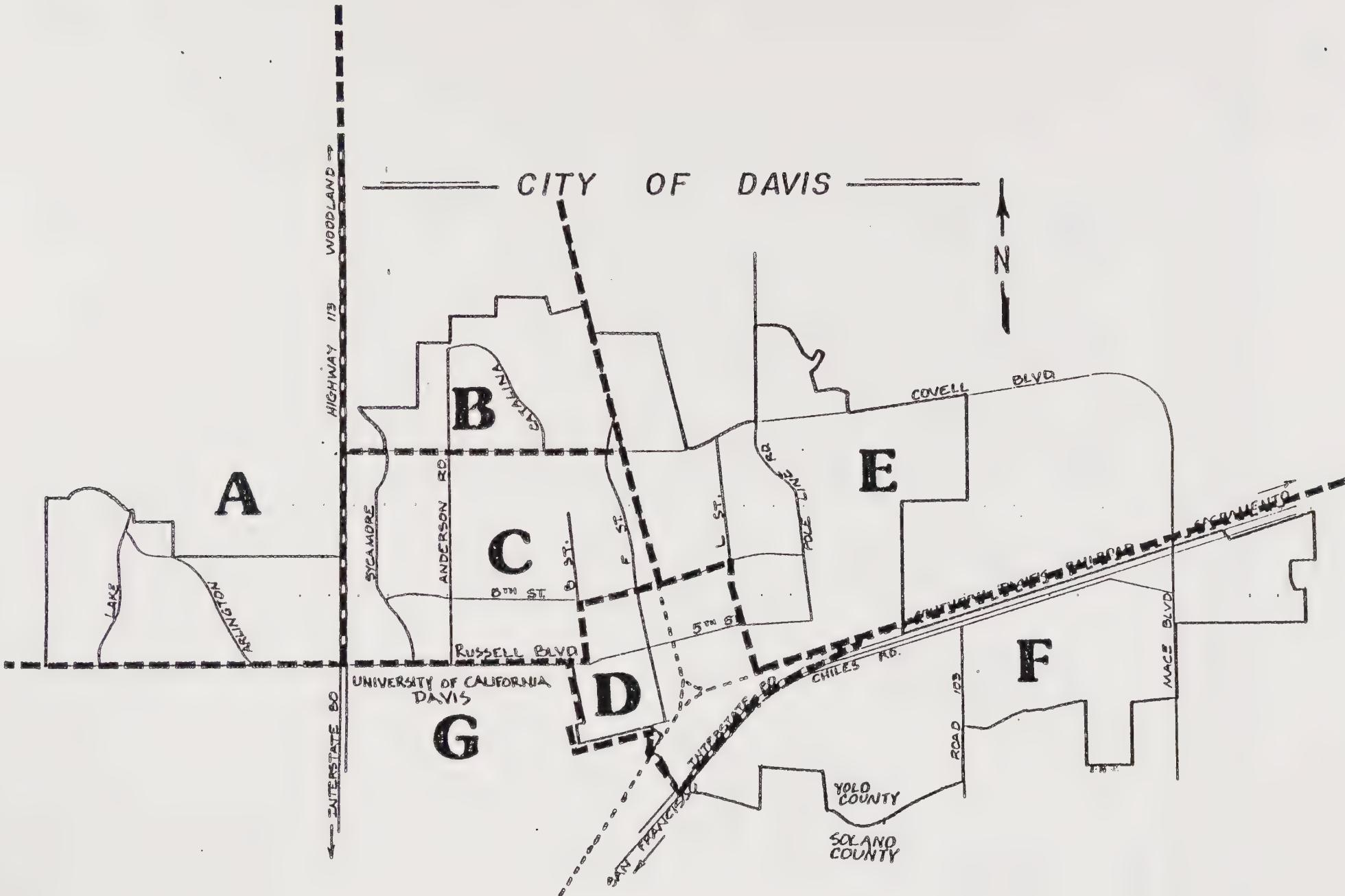


South Davis is defined as Planning Area F in terms of Davis and federal planning purposes. The attached map indicates area F and the other City planning areas.

Adjusted 1985 housing figures are indicated by the following breakdown:

Area F

	<u>Total</u>	<u>S-F units</u>	<u>1-4 units</u>	<u>5+ units</u>	<u>Mobile units</u>
106400	521	142	22	186	171
106410	266	160	30	76	0
106420	466	454	12	0	0
105600	738	472	156	109	1
105610	<u>17</u>	<u>9</u>	<u>0</u>	<u>0</u>	<u>0</u>
South Davis	2,008	1,237	220	371	180
% South Davis of City total	12.2	14.3	10.8	6.9	41.2
% of South Davis		61.6	10.9	18.4	8.9
City wide Total	16,367	8,592	2,025	5,314	436
% of City Total		52.4	12.3	32.4	2.6



PLANNING AREAS

DAVIS
CENSUS TRACTS

— MAJOR ANALYSIS ZONE
***** MINOR ANALYSIS ZONE

ADJUSTED 1985 HOUSING MODULE FIGURES
DAVIS SPHERE OF INFLUENCE

<u>Area</u>	<u>Total</u>	<u>Single Family</u>	<u>1-4 Units</u>	<u>5+ Units</u>	<u>Mobile Units</u>
A	2,211	1,506	142	562	1
B	1,903	1,208	121	570	1
C	4,543	1,986	771	1,786	0
D	1,287	415	218	571	83
E	4,188	2,212	552	1,256	168
F	2,008	1,237	220	371	180
G	<u>250</u>	<u>49</u>	<u>1</u>	<u>198</u>	<u>2</u>
TOTAL	16,367	8,592	2,025	5,314	436

BUREAU OF THE CENSUS
NEIGHBORHOOD STATISTICS PROGRAM
NARRATIVE PROFILES OF NEIGHBORHOODS IN
DAVIS, CALIF.

NEIGHBORHOOD F

I. INTRODUCTION

Your community has joined the U.S. Commerce Department's Census Bureau in a special Neighborhood Statistics program. The purpose of this program is to produce demographic and economic information based on the results of the 1980 Census of Population and Housing for officially recognized neighborhoods in participating areas.

Neighborhood F is one of the neighborhoods in Davis, Calif. The following profile is a standardized, computer-produced narrative which highlights general population and housing trends. Statistics for the specific neighborhood are "plugged into" the narrative. References to detailed statistical tables appear in the narrative.+

The term "Neighborhood Publication Area" (NPA) used in the narrative refers to the total geographic area within which a set of neighborhoods was defined by program participants for this special Census Bureau program. Please refer to the Geographic Definition of Neighborhoods accompanying this NPA's profiles for exact NPA and individual neighborhood boundaries.

+ Some statements in this profile are flagged with a **. In these statements, two or more figures derived from the 1980 census sample are discussed in a fashion that could imply a comparison between the figures. Also, in some instances, comparisons are implied between figures cited in different sentences, for example, when citing figures for the population as a whole, and for specific race groups or for different age groups. Since the figures were derived from the 1980 census sample, they are subject to a certain amount of sampling variability. Appendix D in this report contains a discussion of sampling variability and also details methods to determine if a difference between two sample estimates is beyond that expected to result from sampling variability. The reader is urged to apply these methods to the flagged statements in order to conclude whether the estimated differences cited for this neighborhood are real or could merely be the result of sampling variability.

III. POPULATION CHARACTERISTICS

According to the census, 2,793 persons lived in Neighborhood F on April 1, 1980. They comprised 7.6 percent of the NPA's total population of 36,640.

Race and Spanish Origin (Tables P-1 and P-6)

The census showed that Neighborhood F had 2,449 Whites; 84 Blacks; 12 American Indians, Eskimos, and Aleuts; and 170 Asians and Pacific Islanders. Persons of Spanish origin (who may be of any race) numbered 137.

The above numbers are based on 100-percent tabulations shown in Table P-1; comparable sample estimates by race and Spanish origin are found in Table P-6. However, it is important to note that sample totals for race and Spanish origin may differ from complete-count totals because of sampling variability and other factors. For a discussion of comparability between complete and sample counts, see Appendix B, "Definitions and Explanations". Also, certain paragraphs or sentences will provide specific information by race or Spanish origin group if that group meets certain thresholds based on the 100-percent tabulations for that neighborhood.

Age, Household, and Family Characteristics (Tables P-1, P-3, and P-6)

Among the 2,793 persons in Neighborhood F, 21.8 percent, or 608, were under 15 years old and 2.5 percent, or 71, were 65 years and over. In the MPA, 15.1 percent were under 15 years and 4.2 percent were 65 years and over. The neighborhood's median age was 28.0 as compared with the MPA's 24.5 years.

One of the major national trends over the past ten years has been an increase in the number of households, especially small households. The 1,091 households in Neighborhood F represented 7.8 percent of all NPA households. Among the neighborhood households, 22.4 percent consisted of 1 person and 1.8 percent had 6 or more persons. Nonfamily households composed of householders who lived alone or only with unrelated persons represented 33.3 percent of all the households. There were 0 persons in group quarters. Among persons 65 and over 80.3 percent lived in family households, 19.7 percent in nonfamily households, and 0.0 percent in group quarters.

Marital status is one indicator used to describe family life and its changing patterns. Among persons in Neighborhood F 15 years and older, 59.2 percent of 1,092 men and 59.5 percent of the 1,093 women were married (excluding separated) at the time of the

NPA: 184 Davis, Calif.
NEIGHBORHOOD: 006 Neighborhood F

census.

Comparable percentages for the NPA were 38.8 percent for men and 37.9 percent for women. Of the 1,500 persons in the neighborhood who had ever been married, 11.3 percent were either separated or divorced as compared with 15.1 percent separated or divorced in the NPA.

Fertility, family type and the presence of children are also important measurements of the trends in family life. Table P-3 contains data on these topics. Neighborhood F had 724 families, of which 85.6 percent were maintained by a married couple, 11.3 percent by a female householder with no husband present, and 3.0 percent by a male householder with no wife present.* Of the neighborhood's 406 families with own children under 18 years, 12.3 percent were one-parent families maintained by the mother.* Of the families with own children under 18 years, the average number of persons per family was 3.14. (This is a derived measure based on sample data in STF 3 which cannot be obtained from Table P-3.)

Table P-6 contains data by major race group and Spanish origin for family type and the presence of children. Of the neighborhood's 666 White families, 84.4 percent were married-couple families and 12.3 percent were maintained by a female householder with no husband present.* One-parent families maintained by the mother accounted for 14.0 percent of the White families with own children under 18 years old.*

Nativity, Ancestry, and Language (Tables P-2 and P-3)

The percent foreign born in Neighborhood F was 11.9 percent. The foreign born category relates to first generation immigrants. On the other hand, ancestry can reflect several generations of ethnic or national origin. In the 1980 census, the neighborhood reported 220 persons of English ancestry, 217 persons of German ancestry, and 63 persons of Irish ancestry.*

Language spoken at home is another indicator of ethnic diversity. Of the neighborhood's 579 persons aged 5 to 17 years old, 114 or 19.7 percent were reported speaking a language other than English at home.* Among the persons in this age group who spoke a language other than English at home, 36.0 percent were reported speaking Spanish.* Among those 18 and over, 15.6 percent reported speaking a language other than English at home.* About 104 or 32.6 percent of these adults were reported to be Spanish speaking.* Of the persons who were reported to speak a language other than English, 0.0 percent of the children and 3.1 percent of the adults in Neighborhood F reported that they could speak English not well or not at all.*

School Enrollment (Table P-2)

In Neighborhood F, 1,036 persons aged 3 and over were enrolled in school. They included 73 in nursery schools, 364 in kindergarten through eighth grade, and 186 in high school.* Of the students in grades K-12, 9.6 percent were enrolled in private schools. The 413 persons enrolled in colleges included only those students living in the neighborhood while attending school. (These enrollment figures do not include students who attended schools in the neighborhood but who lived elsewhere nor students whose parental homes were in the neighborhood but who lived elsewhere while attending college.) Of persons 16 to 19 years old residing in the neighborhood, 0.0 percent were not enrolled in schools and were not high school graduates and thus may be considered dropouts.

Educational Attainment (Tables P-2 and P-6)

Of those 25 years old and over in Neighborhood F, 1.4 percent had a grade school education or less, and 96.4 percent were high school graduates, including 77.0 percent who had completed one or more years of college.* About 57.3 percent of the population 25 years old and over in Neighborhood F had completed 4 years or more of college. 96.6 percent of White persons 25 years old and over were high school graduates, while 57.3 percent had completed 4 years or more of college.*

Table P-2 contains additional data on educational attainment and labor force status. Additional data for the NPA and neighborhoods on educational attainment by race and Spanish origin are found in Table P-6.

Disability and Veteran Status (Table P-2)

In Neighborhood F, among noninstitutionalized persons 16 to 64 years of age, 3.9 percent reported that they had a health condition which had lasted for 6 or more months and which prevented them from working or which limited them in the kind or amount of work they could do.* Those reporting themselves as prevented from working totaled 0.8 percent.* Of noninstitutionalized persons 16 years of age and over, 0.3 percent had a health condition which had lasted 6 or more months and which made it difficult or impossible to use public transportation.*

Another social characteristic presented in Table P-2 is veteran status. In Neighborhood F, 15.0 percent of civilians 16 years and over were veterans, including 29.6 percent of the male civilians.*

NPA: 184 Davis, Calif.
NEIGHBORHOOD: 006 Neighborhood F

Means of Transportation to Work (Table P-2)

Data on means of transportation to work show that 63.9 percent of the workers residing in Neighborhood F drove alone to work, 17.3 percent rode to work in carpools, and 3.8 percent used some form of public transportation.* Table P-2 contains detail on means of travel in addition to data for the NPA.

Migration (Table P-3)

A total of 2,589 persons 5 years old and over were living in Neighborhood F in 1980. Of those, 71.8 percent had been living in a different house in the United States 5 years earlier. Of those movers, 31.6 percent lived in the same county; 51.7 percent lived in the same state, but a different county; while 16.7 percent lived in a different state.* Data on region of residence 5 years ago for movers are found in Table P-3.

Labor Force Status (Tables P-4 and P-6)

Information on the economic situation of persons in Neighborhood F begins in Table P-4. In the neighborhood, 75.7 percent of all working-age (16 years and over) persons and 64.8 percent of working-age females were in the labor force.* 82.1 percent of persons 16 years and over worked in 1979.* The unemployment rate for Neighborhood F was 9.5 percent.* The unemployment rate was 9.4 percent for White persons.*

Table P-4 also contains data for the neighborhood and the NPA on labor force status by usual hours and weeks worked, weeks of unemployment in 1979, and number of workers in families.

Occupation, Industry, and Class of Worker (Table P-4)

Neighborhood F residents were employed in a variety of occupations in 1980. They included 538 in professional specialty occupations. Another 212 persons said they were in administrative support occupations, including clerical, and 177 persons were in executive, administrative, and managerial occupations.*

Occupation describes the kind of work done by a person, whereas the industry classification of a person's job describes the main activity of the employer. Residents of this neighborhood were employed in the following industries: 679 persons were employed in professional and related services, 180 persons were employed in public administration, and 154 persons were employed in retail trade.*

Of the 1,461 employed persons in Neighborhood F, 42.7 percent worked for wages or salary for a private company, business, or individual.* Another 48.1 percent held local, state, or Federal Government jobs.* The self-employed represented 8.8 percent of the employed.* The major occupation and industry groups are listed in Table F-4.

Income and Poverty Status (Tables P-5 and P-6)

Perhaps the main indicators of a population's economic well-being are income measures. The median income in 1979 of households in Neighborhood F was \$23,125. (This means it is estimated that half had incomes below and half above this figure). Households with incomes less than \$7,500 were 10.4 percent of all households in the neighborhood, while households with incomes of \$25,000 or more constituted 44.8 percent of the households; the remaining 44.8 percent of the households had incomes between \$7,500 and \$25,000.*

The median income in 1979 for families in the neighborhood was \$28,125.* The median income for White families in the neighborhood was \$27,653.* For unrelated individuals 15 years old and over in the neighborhood, the median income in 1979 was \$8,608.* On a per capita income basis, every man, woman, and child in Neighborhood F averaged \$10,305 in 1979.

The poverty threshold for a four-person family was \$7,412 in 1979. There was a total of 287 persons below the poverty level in 1979 in Neighborhood F, or 10.1 percent of all persons for whom poverty status was determined.* Related children under 18 years represented 19.9 percent of the poverty population in Neighborhood F.

Among the major concerns in many areas are the economic situations of the older population and of families maintained by a woman with no husband present. There were 5 persons 65 years and over below the poverty level in 1979, or 5.1 percent of all elderly persons in Neighborhood F.* Of the 37 families below the poverty level in Neighborhood F, 13.5 percent had a female householder with no husband present.

In Neighborhood F, the poverty rate for White persons was 9.9 percent.* Comparable figures for the MPA are found in Table P-6.

III. HOUSING CHARACTERISTICS

According to the census, there were 1,139 housing units in Neighborhood F on April 1, 1980. They comprised 7.8 percent of the 14,556 housing units in the NPA.

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NEIGHBORHOOD: 006 Neighborhood F

Year-Round Housing Units (Table H-1)

The 1980 census showed that of the 1,091 year-round occupied housing units in Neighborhood F, 58.1 percent were occupied by owners and 41.9 percent by renters. The comparable figures for the NPA were 43.8 percent owner-occupied and 56.2 percent renter-occupied. There were 48 vacant housing units in this neighborhood with a rental vacancy rate of 6.5 percent and a homeowner vacancy rate of 1.2 percent.

Of the 634 owner-occupied housing units in Neighborhood F, 89.6 percent were occupied by White householders; 2.2 percent by Black householders; ... percent by American Indian, Eskimo, and Aleut householders; 6.0 percent by Asian and Pacific Islander householders; and 4.1 percent by Spanish origin householders. (Those of Spanish origin may be of any race.) The comparable figures for the NPA were 92.1 percent White householders; 1.0 percent Black householders; 0.2 percent American Indian, Eskimo, and Aleut householders; and 4.6 percent Asian and Pacific Islander householders; and 3.5 percent Spanish origin householders.

There were 457 renter-occupied housing units in the neighborhood, of which 87.1 percent were occupied by White householders; 4.2 percent by Black householders; ... percent by American Indian, Eskimo, and Aleut householders; 3.7 percent by Asian and Pacific Islander householders; and 5.3 percent by Spanish origin householders. The comparable figures for the renter-occupied housing units in the NPA were 83.3 percent White householders; 3.4 percent Black householders; 0.9 percent American Indian, Eskimo, and Aleut householders; 7.0 Asian and Pacific Islander householders; and 6.0 percent Spanish origin householders.

Structural Characteristics (Table H-3)

The census found that about 83.6 percent of the housing units in Neighborhood F were built in 1970 or later, while 1.5 percent of the housing units were built before 1940.*

The census also showed that 86.9 percent of the owner-occupied housing units had three bedrooms or more, and that 73.6 percent of the renter-occupied housing units had two bedrooms or more.*

Fuels Used (Table H-4)

Census data indicate that utility gas was used by 93.4 percent of all households in the neighborhood for house heating.* Similarly, electricity was used by 89.1 percent of the households for cooking ; and utility gas was used by 93.2 percent of the households for water heating.*

Heating and Cooling of Housing Units (Table H-2)

Data on type of heating systems in the neighborhood indicate that 98.0 percent of the year-round housing units in Neighborhood F had central heating systems and 100.0 percent had air-conditioning.*

Kitchen Facilities, Telephones, and Vehicles (Table H-2)

In Neighborhood F, 99.6 percent of the year-round housing units had complete kitchen facilities.* Data from the 1980 census show that 98.5 percent of the households in the neighborhood had telephones available in the housing units.* At least one vehicle was available for use by household members in 99.4 percent of the households.*

Length of Time in Unit (Table H-2)

The statistics for this neighborhood indicate that in Neighborhood F 2.4 percent of all householders had lived in their housing units 10 years or more. Census data also show that for the neighborhood 25.2 percent of the owners and 67.3 percent of the renters moved into their units in the 15 months preceding the census.*

Value, Mortgages, and Monthly Costs (Tables H-1 and H-4)

Financial data for Neighborhood F show that the median value for specified owner-occupied homes (i.e., one-family houses on less than 10 acres, without a commercial establishment or medical office on the property) was \$93,100 as compared to \$83,700 for the MPA as a whole. The median contract rent paid for rental housing units in the neighborhood was \$279 as compared to \$245 for the MPA.

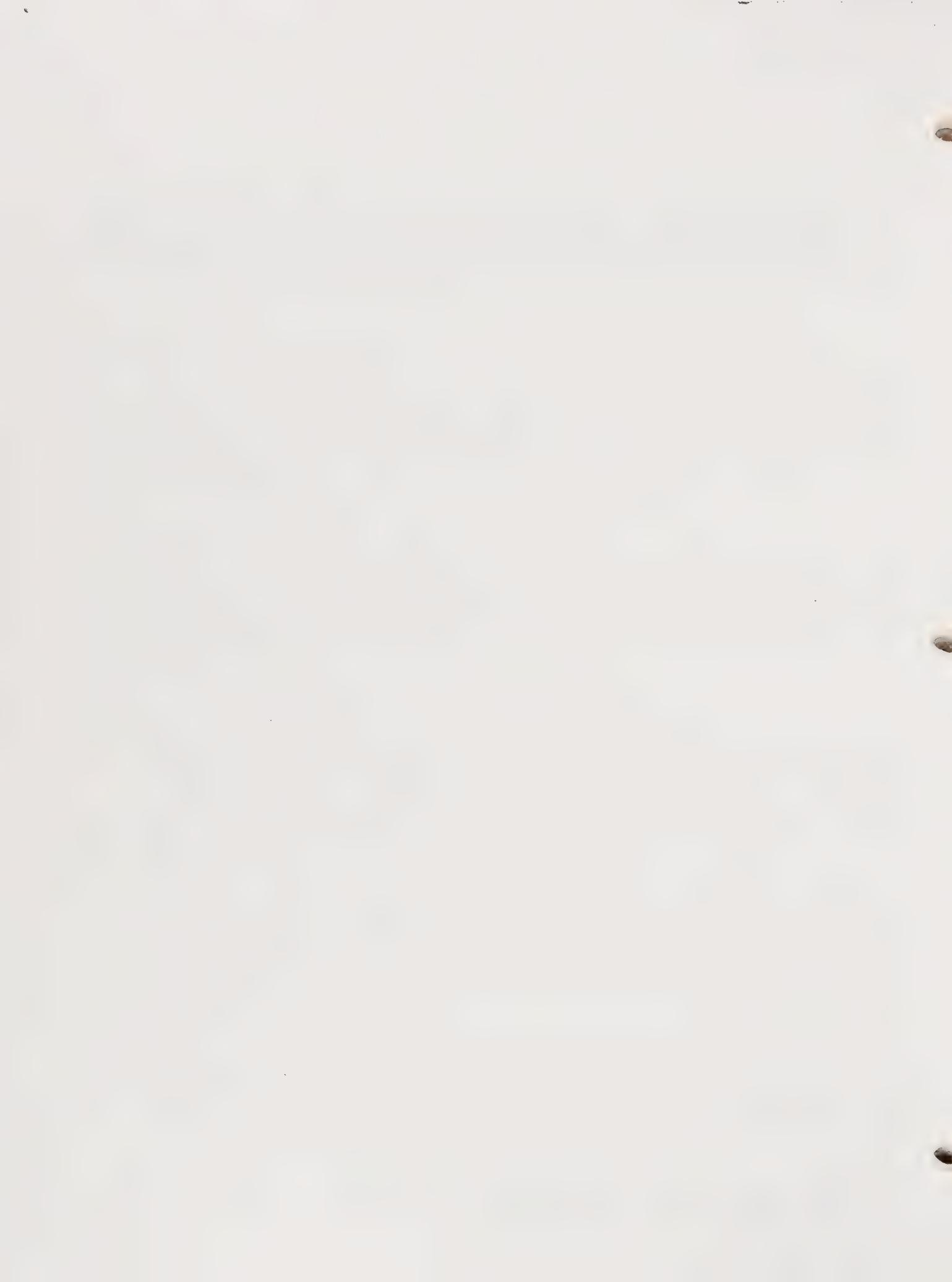
Within this neighborhood, 93.0 percent of the specified owner-occupied housing units were mortgaged, and 7.0 percent were not mortgaged.* The median selected-monthly-owner housing costs for neighborhood units with a mortgage was \$575 and \$145 for units not mortgaged.* Selected monthly owner housing costs are the sum of mortgage payments, real estate taxes, property insurance, and utilities.

Data for rental units showed that for the specified renter-occupied housing units in Neighborhood F (i.e., renter-occupied housing units except one-family houses on 10 or more acres), the median gross rent was \$319. Gross rent is the contract rent plus the estimated average monthly cost of utilities (fuels and water).

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NEIGHBORHOOD: 006 Neighborhood F

We hope the preceding profile is helpful to you in your analysis of the neighborhood. Please refer to the data tables for further information on these and related subjects. The text in the printed booklet will provide you with explanations and definitions of the various terms used in this profile and in the tables.

NPA: 184 Davis, Calif.
NEIGHBORHOOD: 006 Neighborhood F



FUNDING CONSIDERATION



Mechanisms for funding the various improvements in South Davis could include the following:

- The established fee structure in the City for parks, water, sewer connections, drainage, school impacts, and construction tax.
- Establishment of special fees on development to help pay for extraordinary features, such as the overpass, and Putah Creek improvements.
- General Obligation bonds, as permitted by Proposition 46, requiring a two thirds passage by the voters.
- Redevelopment project requirements, particularly the utilization of the 20 percent required funding for low cost housing.
- Use of Mello-Roos Community Facilities Act of 1982 to establish a community facilities district.

A community facilities district may be established to provide any one or more of the following types of additional services within an area:

- (a) Police protection services, including, but not limited to, criminal justice services. However, criminal justice services shall be limited to providing services for jails, detention facilities, and juvenile halls.
- (b) Fire protection and suppression services, and ambulance and paramedic services.
- (c) Recreation program services and the operation and maintenance of parks and parkways. A special tax may be levied for this purpose only upon approval of the voters as specified in subdivision (b) of Section 53328.
- (d) Flood and storm protection services, including, but not limited to, the operation and maintenance of storm drainage systems.

A community facilities district may only provide the services authorized to the extent that they are in addition to those provided in the territory of the district before the district was created, and may not supplant those services already available within that territory.

A community facilities district may also provide for the purchase, construction, expansion, or rehabilitation of any real or other tangible property with an estimated useful life of five years or longer which is necessary to meet increased demands placed upon local agencies as the result of development or rehabilitation occurring within the district. For example, a community facilities district may provide facilities, including, but not limited to, the following:

- (a) Local park, recreation, or parkway facilities.
- (b) Elementary and secondary school sites and structures provided that the facilities meet the building area and cost standards established by the State Allocation Board.

(c) Libraries.

(d) The district may also finance the construction of natural gas pipeline facilities, telephone lines, and facilities for the transmission or distribution of electrical energy to provide access to those services to customers who do not have access to those services. The district may contract with a public utility to utilize those facilities to provide a particular service and to reimburse the district for the cost of the facilities. Any reimbursement made to the district shall be utilized to reduce or minimize the special tax levied within the district.

(e) Any other governmental facilities which the legislative body creating the community facilities district is authorized by law to construct, own, or operate. However, the district shall not operate or maintain or, except as otherwise provided in subdivision (d), have any ownership interest in any facilities for the transmission or distribution of natural gas, telephone service, or electrical energy.

City of Davis
Community Development
Planning Division
July 10, 1985

SOUTH DAVIS PROJECTED COSTS

The following analysis is a very rough estimate of costs to be expected using as a base the South Davis Specific Plan prepared by Mike Corbett (with the Harrison site overpass and 465 residential lots).

Land Uses

	<u>Acres</u>	<u>Population</u>	<u>Units</u>	<u>Employees</u>	<u>Population Generated by Employees</u>
Industrial	65.0			1,248	2,122
Office	8.5			272	462
Industrial/Office	8.0			205	348
Commercial	4.0			64	109
School	6.0				
Park	17.0				
Public	5.0				
Residential	<u>311.0</u>	<u>1,134</u>			
Sub-total	424.5	1,134		1,789	3,041
Interland	<u>73.47</u>				
TOTAL	497.97				

Expected Costs for Public Improvements

A. Overpass	<u>\$5,000,000</u>
B. Parks - 17 acres Acquisition (\$30,000 per acre)	<u>510,000</u>
Development (\$100,000 per acre)	<u>1,700,000</u>
City Maintenance (\$2,800 to \$3,000 per acre per year)	<u>51,000 per year</u>
C. Greenbelts (20 acres with turf theme) Acquisition (\$30,000 per acre)	<u>600,000</u>

South Davis Projected Costs
 Page 2
 July 10, 1985

Development (\$60 to 70,000 per acre)	<u>1,400,000</u>
City Maintenance (\$2,400 to \$2,500 per acre per year)	50,000 per year
D. Pedestrian overcrossing at Mace and Cowell Boulevards	200,000 - <u>300,000</u>
E. Underpasses for bike/pedestrians \$100,000 for each x 6 underpasses	<u>600,000</u>
F. Streets, infrastructure (lighting, water, sewer, drainage, hydrants, engineering)	
Corbett plan is 465 units on 311 acres for a density of 1.49 units per acre	
A typical subdivision of 3 acre lots results in \$700,000 or \$37,000 per lot.	
A typical subdivision of 4 units per acre results in \$870,000 or \$9,800 per lot	
For discussion purposes, a value of \$12,000 per lot is used. These costs do not include PG&E and other utility factors.	<u>12,000 per lot</u>
G. Putah Creek Parkway (at minimal development--path and lighting) for 6 acres	
Acquisition and development	<u>2,000,000</u>
City Maintenance	7,200 per year
H. Orchard area west of Road 103 at 5 acres	
Development (\$25,000 to \$30,000 per acre)	<u>150,000</u>
Maintenance by homeowners in area	
I. Multipurpose park building--7,500 square feet construction (\$50.00 per square foot)	<u>375,000</u>
City Maintenance	14,000 per year
J. Sewer Plant Expansion	

Minor (this is the expected need)	<u>500,000</u>
Major	4,000,000
K. South Davis EIR Preparation by consultant	<u>15,000 -</u> <u>30,000</u>
L. School (elementary) (excludes land acquisition)	
Use of Portables (20 classrooms + office)	2,000,000
New, permanent school	2,900,000
M. Affordable housing	

If the City desired to stress affordable housing with a land banking proposal equal to 10 percent (32 acres) of the residential land, raw land costs of \$30,000 an acre would generate a cost of \$960,000

The total of figures underlined equal \$13,165,000 plus \$12,000 per lot for street related improvements. This does not include shcool costs.

This sort of analysis, on a more detailed basis is recommended to be completed within the South Davis Specific Plan environmental impact report.

July 24, 1985

SOUTH DAVIS PROJECTED COSTS AND POSSIBLE FINANCING
(CITIZENS' ALTERNATIVE)

Based on the staff's preliminary cost estimates for the improvements in south Davis, the city may not be able to finance the needed infrastructure. Increasing densities to pay for one item in many cases increases the cost of another and requires more infrastructure overall. There are density thresholds that

1. necessitate a new school: \$3 to 5 million,
2. require a major expansion of the wastewater treatment facility: \$4 million,
3. rule out a bicycle pedestrian overcrossing necessitating a street overcrossing, a \$2.5 million potential savings.

This plan may avoid crossing any of these thresholds by limiting housing to 500 housing units plus 110 low-cost units and limiting job densities to an average of 12 per acre.

The following analysis is a rough estimate of costs of the Citizen Plan as presented earlier and includes cost estimates for a version with reduced amenities.

Expected Costs for Public Improvements

	Full Scale	Reduced Scale
A. Overpass	\$5,000,000 auto, bike, & pedestrian	\$2,500,000 bike & pedestrian
B. Parks Including pool, 2 soccer fields, site for building.		
Aquisition	510,000 17 acres	240,000 8 acres
Development	1,700,000	800,000
C. Greenbelts		
(These should be built and paid for by the developer just like streets and sidewalks. They	Costs are transferred to costs of lots. See (F).	

improve the value of the property. The developer gets reimbursed through higher sales prices.)

Acquisition	(600,000)	(300,000)
	20 acres	10 acres

Construction	(1,400,000)	(700,000)
--------------	-------------	-----------

(These costs will be substantially reduced if the developer does the work.)

D. Pedestrian overcrossing at Mace.

300,000	delete
---------	--------

E. Underpasses for bike paths.

400,000	300,000
4 at 100,000	3 at 100,000

F. Streets, infrastructure (lighting, water, sewer, drainage, hydrants, engineering).

Use natural drainage and narrow streets, no sidewalks for 1 1/2 acre lots.

1 1/2 acre lots	(18,000)
1/4 acre lots	(12,000)

Add \$1,200 per lot for greenbelts developed by developer.

1 1/2 acre lots	(19,200 per lot)
1 1/4 acre lots	(13,200 per lot)

G. Putah Creek Parkway

Land should be dedicated to the city as are streets where development occurs.

For asphalt bike path.

Land	200,000	200,000
------	---------	---------

Construction	100,000	100,000
--------------	---------	---------

H. Orchard Area, west of Road
103. 6 acres.

(This should be part of a minimum open space requirement to be developed as part of greenbelt system; should be maintained by homeowners association to be practical.)

I. Multipurpose park building.
7,500 square feet

Construction	375,000	375,000
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J. Sewer plant expansion.

Minor	500,000	500,000
-------	---------	---------

K. EIR

30,000	30,000
--------	--------

L. Schools

4 Portable classrooms.	400,000	400,000
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M. Affordable Housing

5 acres for 50 unit complex and 10 acres for 60 owner-built units.	(480,000)	(480,000)
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(The city will recapture this expense when property is resold.)

N. Sewer interception line. ?

?

With the costs in parenthesis excluded:

<u>9,515,000</u>	<u>5,445,000</u>
------------------	------------------

Construction Taxes

Financing

85.5 acres of Industrial or Office and Office-Industrial at \$20,000 per acre.	1,700,000
400 residential units at \$2000 each.	800,000
100 residential units on large lots at \$4000 each.	400,000
Interland or	880,000
{-40 acres at \$20,00 each) {-20 large lots at \$4,000 each)	(800,000) (80,000)
	<u>3,780,000</u>

The reduced amenities version leaves the city with only \$1.6 million to finance outside of south Davis. Adding the street overcrossing to the reduced amenities scenario brings that figure to \$4.1 million. If a thousand more houses were added to the 610, an additional \$2 million could be derived in increased construction taxes but the additional housing would probably require a new school and a \$4 million dollar wastewater treatment facility expansion.

July 1, 1985

RECEIVED

JUL 2 1985

CITY OF DAVIS
PLANNING

TO: ASSISTANT CITY MANAGER, BOB TRAVERSO
FROM: PUBLIC WORKS DIRECTOR, DAVE PELZ *MDP*
SUBJECT: ROUGH INFRASTRUCTURE COST FOR SOUTH DAVIS

Based on "typical" lot layouts developed for a 4-lot/acre subdivision and a 3 acre lot subdivision by the Community Development Department, we have estimated the costs for the following items:

1. Streets, including curb, gutter and sidewalk (this includes 1/2 of a minor arterial where appropriate).
2. Streetlighting.
3. Water lines, sewer lines, standard drainage system, hydrants and services to lots.
4. Engineering and inspection.

The total cost for the above items on the 19 lot ~ 3 acre lot subdivision is \$700,000, or approximately \$37,000/lot. For the 19 lot, 4 lots/acre subdivision, the total cost is \$870,000, or approximately \$9,800/lot.

DBP:er

cc: Community Development Department
ATTN: TCM

SPECIFIC PLANNING LEGISLATION

California State Planning and Zoning law provides specification for the preparation of a specific plan consistent with the City's General Plan.

These specifications are delineated on the following pages.

Article 8. Specific Plans
(Article 8 [commencing with Section 65450]
repealed and added by Stats. 1984, Ch. 1009.)

**Preparation of
specific plan**

65450. After the legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan.
(Repealed and added by Stats. 1984, Ch. 1009.)

(Section 65450.1 repealed by Stats. 1984, Ch. 1009.)

**Content of specific
plan**

65451. (a) A specific plan shall include a text and a diagram or diagrams *** which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

Consistency with
general plan

65454. No specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan.

(Added by Stats. 1984, Ch. 1009.)

Public works project
consistency with
specific plan

65455. No local public works project may be approved, no tentative map or parcel map for which a tentative map was not required may be approved, and no zoning ordinance may be adopted or amended within an area covered by a specific plan unless it is consistent with the adopted specific plan.

(Added by Stats. 1984, Ch. 1009.)

Fees and charges

65456. (a) The legislative body, after adopting a specific plan, may impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan. The fees shall be established so that, in the aggregate, they defray but as estimated do not exceed, the cost of preparation, adoption, and administration of the specific plan, including costs incurred pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code. As nearly as can be estimated, the fee charged shall be a prorated amount in accordance with the applicant's relative benefit derived from the

specific plan. It is the intent of the Legislature in providing for such fees to charge persons who benefit from specific plans for the costs of developing those specific plans which result in savings to them by reducing the cost of documenting environmental consequences and advocating changed land uses which may be authorized pursuant to the specific plan.

(b) Notwithstanding Section 54992, a city or county may require a person who requests adoption, amendment, or repeal *** of a specific plan to deposit with the planning agency an amount equal to the estimated cost of preparing the plan, amendment, or repeal *** prior to its preparation by the planning agency.

(c) Copies of the documents adopting or amending the specific plan, including the diagrams and text, *** shall be made available to local agencies and shall be made available to the general public as follows:

(1) Within one working day following the date of adoption, the clerk of the legislative body shall make the documents adopting or amending the plan, including the diagrams and text, available to the public for inspection.

(2) Within two working days after receipt of a request for a copy of the documents adopting or amending the plan, including the diagrams and text, accompanied by payment for the reasonable cost of copying, the clerk shall furnish the requested copy to the person making the request.

(d) A city or county may charge a fee for a copy of a specific plan or amendments to a specific plan in an amount that is reasonably related to the cost of providing that document.

(Added by Stats. 1984, Ch. 1009; Amended by Stats. 1985, Ch. 338 and Ch. 1199.)

CEQA exemption

65457. (a) Any residential development project, including any subdivision, or any zoning change that is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified after January 1, 1980, is exempt from the requirements of Division 13 (commencing with Section 21000) of the Public Resources Code. However, if after adoption of the specific plan, an event as specified in Section 21166 of the Public Resources Code occurs, the exemption provided by this subdivision does not apply unless and until a supplemental environmental impact report for the specific plan is prepared and certified in accordance with the provisions of Division 13 (commencing with Section 21000) of the Public Resources Code. After a supplemental

environmental impact report is certified, the exemption specified in this subdivision applies to projects undertaken pursuant to the specific plan.

(b) An action or proceeding alleging that a public agency has approved a project pursuant to a specific plan without having previously certified a supplemental environmental impact report for the specific plan, where required by subdivision (a), shall be commenced within 30 days of the public agency's decision to carry out or approve the project.

(c) This section does not supersede but provides an alternative procedure to Section 21080.7 of the Public Resources Code.

BACKGROUND

1967-68 - Most of the lands in South Davis were annexed to the City.

April 14, 1982 - The City Council accepted the Ad Hoc South Davis Report and many of its recommendations.

October, 1984 - The Final Report of the South Davis Traffic Circulation Study was submitted by D.K.S. Associates.

November 17, 1984 - The South Davis Traffic Circulation Study Committee submitted its recommendations.

February 20, 1985 - The City Council reviewed the Traffic Circulation Studies and made the following decisions:

Circulation

1. To complete Cowell Boulevard from Mace Boulevard to Road 103.
2. To complete Cowell Boulevard from Road 103 to Richards Boulevard.
3. To not complete the extension of Montgomery Boulevard.
4. To widen Chiles Road for bicycles from Mace Boulevard to the Core area.
5. Rejected interim bike facilities for Cowell Boulevard.

Overpass

1. To fix the general location of the Interstate 80 freeway overpass at Pole Line Road.
2. To direct staff to provide design options and costs for the configuration for a fee assessment determination.

Specific Plan

1. Decided to prepare a Specific Plan for South Davis.
2. Stated that the Plan is to include all urban reserve properties and all vacant and developable properties except the Interland project area.

February 17, 1985 - The Planning Commission and City Council held a joint meeting on the South Davis issue. The City Council directed that the staff prepare the first draft of the specific plan, rather than set up a task force approach. The City Council required that the plan be prepared in five weeks, or by April 3, 1985.

The City Council stated that the staff plan would be reviewed by the City Council on April 3, 1985, then by the 2000 Committee, then by the Planning Commission, and last by the City Council, by June 1985.

The City Council also set the following 21 parameters:

1. Boundary of the plan shall include all urban reserve properties and vacant lands in the City limits, except the Interland Corporation proposal;
2. Location and size of a park;
3. Specific circulation patterns;
4. Acreages in each land use;
5. Densities of residential use;
6. School site;
7. Day care;
8. Zoning for small scale agriculture;
9. Greenbelt system;
10. Bike paths;
11. Limiting the population, as feasible;
12. Department store;
13. Developing a physical or zoning boundary;
14. Income-producing zoning for the City;
15. Churches;
16. Phasing or timing;
17. Playfields;
18. Financial realities;
19. Use of alternatives;
20. Communicate with property owners; and
21. Use previous Committee recommendations.

In addition, the City Council directed staff to report on remaining allocations in order to determine if a housing allocation delay is appropriate.

The City Council also determined that the necessary EIR would be funded by the development of the urban reserve properties.

March 11, and March 18, 1985 - The City's Development Review Committee met to prepare the land use and circulation plan for the South Davis Specific Plan. The following staff were in attendance:

L. Edwards, Residential Plans Checker

D. Bess, Accountant II
A. Brunette, Assistant Planner
D. Copley, Senior Civil Engineer
M. Doneen, Fire Division Chief
J. Hippler, Parks & Community Services Director
T. Lumbrazo, Community Development Director
B. Munowitch, Associate Planner
T. Parker, Planning & Energy Officer
L. Sackett, Police Sergeant
D. Pelz, Public Works Director
S. Yoshimine, Parks Superintendent
P. Bell, Senior Planner
J. Reitz, School District Representative
P.G. & E. Representative
R. Traverso, Assistant City Manager

April 3, 1985 - The City Council set the policy direction for the Specific Plan as follows:

1. Density: preferred lower density in Corbett's proposed plan, but did not specify any number;
2. Office/Commercial/Industrial Zoning: amount of I-R zoning in staff's and in Corbett's plan is acceptable, but zoning should not have significant population impact;
3. I-80 Overcrossing; located at Pole Line Road (or in the immediate vicinity thereof);
4. Parks/Greenbelts: preferred district park, greenbelts, miniparks, similar to Corbett's proposal;
5. Park/School sites: preferred location in Corbett's proposed plan;
6. Child care facility: extended day child care facility next to park site;
7. Tennis Club: willing to consider purchase for public use;
8. Department store: delete from the plan;
9. Albany Street: remain a local street;
10. Traffic Circulation: preferred Corbett's proposal;
11. Economic Mix: existing policy remains in effect;
12. Affordable Housing: include provisions for some;
13. Schmeiser Street: complete street;
14. Unannexed 20-acre parcel east of Barthel's: include in the plan;
15. Living groups: consider in the plan and solicit input from these groups;

16. Agricultural reserve: consider southerly portion of parcel west of County Road 103; City Council consensus was to de-emphasize potential development designation of parcels in other areas of Davis from urban reserve to agricultural reserve as urban reserve parcels in South Davis are designated for development;
17. Ranchettes: consider 3-5 acre parcels for small scale agricultural production; and
18. Simplicity of Plan: preferred "feel" of Corbett's plan.

May 16, 1985 - Recreation and Park Commission reviewed the plans.

June 3, 1985 - The Davis 2000 Study Committee reviewed the plans.

June 13, 1985 - The Safety Advisory Commission reviewed the plans.

June 20, 1985 - The Design Review Commission meeting did not have a quorum.

June 20, 1985 - The Planning Commission reviewed the plans.

July 14, 1985 - The City Council reviewed the latest staff information and the recommendations of the various committees and commissions.

Following discussion, City Council consensus was to have staff provide:

1. A report comparing amount of acreage in South Davis parks versus parks in other areas of the City;
2. A report indicating whether present sewer capacity statistics are up-to-date and include recently rezoned property from industrial to multi-family and vice versa;
3. Estimated number of elementary school children who might be generated through this type of development; and
4. A chart indicating various options for financing the project.

1986 - Staff held two additional Development Review meetings on the proposed plans.

July 8, 1986 - The planning Commission is scheduled to review the proposals again.

July 23, 1986 - The City Council is scheduled to review the final report on the South Davis Specific Plan.

RECOMMENDATIONS FROM COMMITTEES AND COMMISSIONS

MINUTES
RECREATION AND PARK COMMISSION
CITY COUNCIL CHAMBERS
MAY 16, 1985

Staff Present: Hippler
Barry
Yoshimine
Wilson (Intern)

Commissioners Absent: Kahn
Uriu

Commissioners Present: Cook
Goetzinger
Heekin
Johnson
Marsh
Schelen

Others Present: None

Chairperson Heekin left to attend another meeting at the City Offices. The meeting was called to order by Vice-Chairperson Goetzinger at 7:55 p.m.

- A. Cook added 8c - Drainage Ponds to the Agenda which was then approved by consensus.
- B. The Minutes of the April 18, 1985, Commission meeting were approved by consensus.
- C. Superintendent Barry introduced Marty Wilson, a departmental intern from Mesa College in Colorado, who will be volunteering his time through the summer.
- D. The Commission discussed the Summary of City Council Actions, and follow-up items from the joint meeting on April 24, 1985, with the City Council.
- E. The Capital Improvement Project Status Report was accepted by consensus.

Commissioner Johnson arrived at this time.

Chairperson Heekin came back to the meeting at this time.

F. Superintendent Barry reviewed the Commission's role in evaluating the two South Davis Specific Plans, and Commissioner Marsh presented the two citizens plan maps (Pole Line overpass and 5th Street connection overpass) to the Commission. After review of both Specific Plans maps and further discussion, moved by Commissioner Marsh, seconded by Commissioner Schelen, "to recommend the following elements in establishing parks and greenbelts in south Davis:

- 1. The proposed 10 acre park (West of Road 103):
 - a. Expand to 15 acres, and designate its location as the same on the 5th Street connection overpass map.
 - b. Change the shape of the parcel to a rectangular shape (to be more functional).
 - c. The park should contain a lighted adult size soccer field, lighted adult softball field(s), and lighted tennis courts.

2. The proposed 13 acre school/park site (East of Cowell Blvd.) shown in both citizen maps:
 - a. Move the site to the 22 acre site shown to the east of La Paz, and move the original 22 acre site designation of residential to the original 13 acre school/park site. The result is a 22 acre school/park site, and a 13 acre residential site.
 - b. The park should contain a community center building separate from the school, which should contain a large enough multi-purpose room and kitchen facility to accommodate the same activities which the VMC multi-purpose room and kitchen accommodates (receptions, dinners, parties, fitness classes, socials, meetings, events, dance classes, etc.).
 - c. The park should have a swimming pool complex.
 - d. A child care facility should also be located at the site.
3. Greenbelts should be well lighted.
4. The proposed bike path shown to cross the easterly continuation of Cowell Boulevard on both plans, should continue south and link up with the east/west bike path to the south."

The motion carried unanimously.

Chairperson Heekin left at this time.

- G. Superintendent Barry reviewed the memorandum in the Commission packet describing the Redevelopment Program. Consensus of the Commission was to wait until more direction is given by the City Council before recommending eligible park projects for possible funding.
- H. Director Hippler gave an overview of the Departmental Budget process, and the role of the Commission in the process. Superintendents Yoshimine and Barry each presented the 1985-86 proposed budgets for each of their programs and responded to questions from the Commission. Moved by Commissioner Marsh, seconded by Commissioner Johnson, "to recommend approval of the 1985-86 Proposed Budget for the Parks & Community Services Department without amendment." The motion carried 5-0, with Chairperson Heekin abstaining (due to his absence from part of this item to attend the Arden Mayfair Task Force meeting).

Chairperson Heekin returned at the end of the budget discussion.

- I. Commissioner Cook inquired about the status of the drainage pond uses for soccer fields concept. Superintendent Barry said that staff is currently reviewing the feasibility of this concept and will report back to the Commission.
- J. The Commission discussed plans for the June 9, 1985, Spring Park Tour.

June 17, 1985

TO: CITY MANAGER
FROM: PUBLIC WORKS DIRECTOR
SUBJECT: SAFETY ADVISORY COMMISSION - SPECIAL MEETING - 6/13/85

The Safety Advisory Commission held a special meeting to review the South Davis Specific Plan. The Commission commented on the specific plan document which was drafted by Mike Corbett and dated May 1985.

The Commission's comments were confined to elements relating to circulation for automobiles and bicycles. The following comments were made by the Commission:

1. It was observed that the overcrossing location adjacent to Armco provided for a better flow of traffic at the intersection of Poleline and Fifth Street. The Commission observed that the major traffic movement would be along the Fifth Street alignment. If the overcrossing were located along the extension of Poleline Road, the major movement would involve a left turn off of the overcrossing to Fifth Street, or a right turn off of Fifth Street onto the overcrossing.

It was also mentioned that the overcrossing location adjacent to Armco would enhance use of the overcrossing route because the Chiles Road intersection at the south end of the overcrossing is located more northerly than the same intersection on the Poleline Road overcrossing site plan.

The Commission also expressed concern that if development is allowed to continue in the south area, plans must be firmed up for financing the overcrossing. Otherwise, there will be no easy solution for the increased traffic that will be generated by the new development.

2. The Commission agreed with the concept of emphasizing Chiles Road as the heavy commuter route and de-emphasized Cowell Boulevard except for local access trips. They agreed that this could be accomplished by proper signalization along Chiles Road and the use of boulevard stops on Cowell.

3. The curve in Cowell Boulevard shown on the map adjacent to the school and park site appears to be too sharp and this should be looked at very carefully prior to finalization of the plan. The Commission was somewhat divided over the need for a median along Cowell Boulevard. It was felt that this might be appropriate in some areas. However, a median without adequate breaks would cause difficulties for emergency vehicles as well as local driveway access.

SAC - Special Meeting 6/13/35

Page 2

4. The Commission felt that combination school and park sites of a size more adequate for the long-term needs could be located in the area south of Chiles Road and east of Road 103. The sites could be protected from traffic sounds off of I-30 by a large berm which would also serve as spectator seating for lighted ballfields which could be constructed along the Chiles Road frontage.

5. The Commission expressed the opinion that looping Albany Street from its present terminus down to the future extension of Cowell Boulevard was the best plan for keeping neighborhoods intact.

6. The bicycle circulation plan was supported in general by the Commission with an exception emphasized on the need for bicycle grade separations where streets were crossed. The Commission felt that high priority should be given to these separations as well as design of the pathways in order to avoid safety and security problems adjacent to residential areas. The Commission felt that off-street pathways located in the industrial areas shown on the west end of the plan would not be appropriate for several reasons. Adequate bike lanes on the street system could be developed to connect to pathways connected to residential areas. But extension of these pathways through industrialized areas would create security problems, particularly for riders riding late at night through uninhabited areas not readily available to a public street.

7. The Commission continued to support the use of asphalt for bicycle pathways.

DBP:wls

DAVIS 2000 STUDY COMMITTEE
June 3, 1985

Committee Members Present:

V. Cervinka, L. Watkins, J. Peterman, N. Concolino, D. Kay, G. Gibbs, M. Corbett, J. Kiskis, G. Sosnick, M. Major, J. Burnis, S. Boyd, P. Ross, T. Ross, B. Maeda, J. Fishman, S. Walsh, J. Li, T. Tomasi (8:00), T. Lien (8:55).

Committee Members Absent:

A. Evans, D. Dingemans, K. Goetzinger, J. Wildenrodt, E. Spafford, R. Dorf, D. Powers, J. Miller, B. Plummer, R. Monte, R. Schneider.

Others Present:

J. Scholz.

Committee Report Progress

Subcommittee reports & minority reports will be sifted by the Steering Committee and brought back to full committee.

Releasing preliminary subcommittee reports: We've spent a year coming up to speed & take broad brainstorm type perspective. Can be brought up out of context - therefore should not be made available when a "draft". The Committee decided that draft documents should not be released to the press.

Chair requested specific comment on South Davis Plan.

South Davis

V. Cervinka: It is not just a South Davis problem if you bring development without financing. The parking, cars and traffic problems are related to the downtown. Plan doesn't include options -- maybe buses and not overcrossing. Maybe development is bad.

J. Peterman: 1) Evaluate good and bad of the plan without bogging down on finances; 2) Insist that this is an all Davis problem; 3) Options have been considered and we need to respond to it.

M. Corbett: The only way to get a big hunk of money up front is from developers. Otherwise, come up with the best plan and then look for funding.

J. Fishman: Density will affect quality of life.

T. Tomasi: What I hear is that we are going to develop and then expect the growth to finance the current infrastructure needs. It seems that growth cannot pay for itself. If we have to develop 500 acres, we might as well develop the whole thing, with density and other problems.

D. Kay: South Davis Traffic Study - Recommended:

- City-wide construction taxes
- Sales tax
- Development funding
- Federal A Urban funds \$200,000/yr - Covell widening
- Assessment district
- \$5 million overcrossing plus \$400,000 for a park plus cost of school

T. Tomasi: 80 acres of development in the rest of Davis might generate \$1,000,000 in construction tax, with \$2-3 million in projects like parks, gym for these funds. Municipal Service Tax - vote of the Council or a Utility User Tax. People will vote against having one part of town benefit and grow. Council wants advice on financing and phasing.

D. Kay: We want as little development as possible to finance improvements.

V. Cervinka: Growth can lead to greater problems.

Following discussion, the Committee made the following modifications to the draft of the South Davis Specific Plan goals and objectives (see attachments).

The meeting adjourned at 10:45 p.m.,

Respectfully submitted,


JON LI

CHANGES INDICATED BY NUMBERS
1 - 25 ARE EXPLAINED ON THE
ATTACHED "PLAN COMMENTS" SHEET.

DRAFT

SOUTH DAVIS SPECIFIC PLAN GOALS AND OBJECTIVES

May, 1985

INTRODUCTION

The purpose of the South Davis Specific Plan is to direct future development in south Davis pursuant to the general goals, objectives and policies set forth by the Davis General Plan. The Specific Plan is intended to produce a more cohesive and aesthetic physical/cultural environment in south Davis. In addition, the Plan has been designed to accomplish the following:

1) To tie south Davis together as one unit instead of isolated developments and to integrate south Davis with the rest of Davis.

2) To implement the recommendations of the Ad Hoc South Davis Planning Study Committee and the Traffic Study Committee in order to provide traffic circulation and to increase safety for children, bicyclists and pedestrians, ^{and motorists}

3) To suggest potential school site locations and space for additional parks and recreation areas.

DESIGN CONSIDERATIONS

The Specific Plan achieves four major design objectives:

1) The Plan integrates a simple, functional, aesthetic design that represents the culmination of a number of citizen

NOTE
SIGNIFICANT
DIFFERENCE
COMMITTEE

workshops (2)

2) The Plan facilitates a smooth traffic flow and implements

a safe pedestrian, bicycle and automobile circulation pattern.

3) The Plan maintains much of the rural/agricultural flavor of the south Davis area while meeting residential, recreational, commercial and industrial needs. (3)

4) Parks and greenbelts are designed to blend nature and natural settings with architecture.

"INDUST. NEEDS" IN DAVIS - WHAT IS APPRO TYPE/AMOUNT - NOT SIGN. GROWTH GEN. CIRCULATION

MAINTAINING RELATIONSHIP TO INDUSTRY

Automobile Circulation

The automobile element of the Specific Plan includes the following features:

Follow Rd 14 ✓ 1) Construction of an automobile/bicycle *ped.* overpass on Interstate 80, linking Cowell Blvd. with Pole Line Rd.

Chiles Rd 5 ✓ 2) Direct alignment of Chiles Rd. with Richards Blvd. consistent with the construction of the overpass.

Chiles via Hwy 5 ✓ 3) Direction of as much traffic as possible towards Chiles Blvd. rather than through residential areas, by street design and stoplight location.

Completion of Cowell Blvd. ✓ 4) Completion of the east end of Cowell Blvd. and connection with Schmeiser Ave.

Establishment of center divider on Cowell Blvd. ✓ 5) Establishment of a center divider on Cowell Blvd., for *new* tree planting and to eliminate mid-block cross-traffic turns. *Present* *new*

Connection of El Secundo Ave. ✓ 6) Connection of El Secundo Ave. with Road 103 north, of Albany Ave.

✓ 7) Completion of Albany Ave. to extend south and west to Cowell Blvd.

8) Extension of Danbury Ct. to make a loop through the southern portion of the Specific Plan area, connecting from

Cowell Blvd. to Chiles Rd.

9) Connection of San Marino Dr. with La Paz Dr.

① 10) Stop lights placed at Cowell Blvd. and Chiles Rd., Road 103 and Cowell Blvd., Cowell Blvd. and Mace Blvd., Road 103 and Chiles Blvd. *initial as needed*

11) Narrowing of Cowell Blvd. and Road 103 to minimum widths, with no parking, where bicycle undercrossings occur.

② 12). Complex Cowell, Schuyler to Richard
bicycle circulation

1) The Plan establishes a bicycle-pedestrian loop through the major portion of south Davis. From the loop, there is a western extension of the greenbelt to Research Park Dr. On the east, there is an extension from the loop into the Nugget Market area. In addition, there are short extensions into future neighborhoods. This links the new school site/park site, Putah Creek Bike Path, Tennis Club Park, existing and new commercial areas, office zoning, church and day care sites. The intent of the plan is to establish the safest possible bicycle and pedestrian access through south Davis.

③ 2) The Plan provides for ~~concent~~ *rather than specific* bicycle undercrossings on Cowell Blvd., and one each on Road 103 and Chiles Rd.

impractical 3) A bicycle and pedestrian overcrossing is to be built over Mace Blvd, adjacent to the fire station, that will be connected to the western extension of the bicycle loop on a designated pathway, through the El Macero shopping center.

4) A bicycle path extension is provided through an easement behind the Short Stop convenience store to El Camonte Ave. and

eventually to Schmeiser Ave.

5) From San Marino Dr., the Plan establishes a bike route on Santa Paula Way, through an easement connecting with El Toro Way and an easement to Cowell Blvd.

6) Completion of the Putah Creek bike path from Mace Blvd. to Interstate 80, w/ eventual linkage to UCD

7) Construction of a 10 ft. wide bike path along the existing easement at the east end of Laguna Ave., in order to link the Laguna Ave. and Monte Vista Ave. areas to the greenbelt/bicycle loop.

8) ~~off street~~ Bike access routes not located on greenbelts are to be a minimum of 10 feet wide.

NOT SAFE 9) All paved bike paths should be constructed of washed aggregate concrete and not asphalt to increase durability and reduce long-term maintenance costs to the City.

PARKS AND RECREATION

The Plan calls for the following park and recreational facilities to be located in south Davis:

1) A ~~community~~ park is established with a swimming pool complex (similar to slide -Hill Park) and community center ~~DISTRICT~~ ~~COMMUN~~ building. The park is large enough to accommodate two soccer or baseball fields and a picnic area. ~~SIZE~~ CONSISTANT w/ ~~SIZE~~ ~~AN~~

2) The community center is planned to be up to 10,000 square feet. *14* *Also*

3) The community center area will have facilities for after-school care. *15*

4) A tennis park is established through purchase of the

Tennis Club. Nine of the existing courts are to be preserved, with the remaining three removed for picnic and tennis observation areas. The existing buildings are to be converted to a day care facility.

6) The plan designates an equestrian center in the most southerly portion of the Specific Plan, located in the "ranchette" subdivision. This is only a suggestion for the developer.

7) A ~~ten acre~~ recreational park is located west of Cowell Blvd and north of Chiles Rd adjacent to the Bike Path, undercrossing at Cowell Blvd. The park will contain two lighted ball fields for Babe Ruth and soft-ball games. The remaining portion will be owned by the city and leased to a private concessionaire. The uses are to include a snack bar and/or restaurant, miniature golf course and other recreational facilities.*

8) Greenbelts are considered as part of the recreational space. They should be a minimum 50 ft. width. Three special greenbelt areas are designated to enhance the character of south Davis: 1) Putah Creek; 2) existing historical walnut grove in the "ranchette" area; and 3) 100ft. wide new almond orchard on the southern side of the western extension of Cowell Blvd. Putah Creek is to be kept as low-maintenance natural grasses and native

*This item is not part of the Specific Plan, but should be considered in review of the rezoning of the Interland Development.

trees and shrubs. The historical walnut grove is to be kept in natural grasses (mowed) with a decomposed granite pathway to protect the health of the trees and the aesthetics of the grove. The almond orchard is to be maintained in native grass.

Four widened greenbelt areas for tot lots or small ball fields will be established throughout the area to serve the needs of local neighborhoods.

8) Greenbelts are to be planted with trees and turf grass.

9) Residents who border greenbelts are to be allowed to plant and maintain a five foot strip along the edge of their property. **17**

10) For greenbelt safety and crime prevention all new housing on greenbelts is designated "courtyard housing." This requires that the builder establish a private outdoor space on the side of the house or the street side of the house. In addition, it establishes an open-space easement that prohibits fences from being taller than 3.5 ft. on the greenbelt-side of the house. Houses are to be set back a minimum of 15 ft. from the greenbelt. Where existing housing occurs on one side of the greenbelt, the bike path is to be located closer to the new housing than existing fences.

11) Where existing grades on the greenbelt side of existing fences are higher than existing backyards, the greenbelt grade will be lowered to provide privacy and maintain security.

HOUSING

The Specific Plan provides for low- and moderate-density housing to keep within the population goals established in the

Davis General Plan. New housing should be allocated in the following manner:

1) On the "Creekwood" property, housing is designated as four houses per acre. The Lillard property, north of Cowell Blvd., is designated as four houses per acre; south of Cowell Blvd. the density is one house per 1.5²/acres. The 20 acres of land-locked property located east of the Bartel Trailer Park will be annexed and designated as one unit per 1.5 acres.

2) A six acre senior citizens housing cluster is provided north of Cowell Blvd. and east of the new commercial zoning at Chiles Blvd. and Cowell Blvd. The designated density is 10 units per acre. (Low income Senior Services)

3) All new housing is to be compatible in size, height and design with existing, subjacent housing.

design with existing, subjacent housing.
needs specific pop. numbers to be worked w/
gen. plan constraints). APPROX. MAX. 500 UNITS
COMMERCIAL AND OFFICE ZONING

The Plan calls for the following commercial and office space development:

→ 1) A three acre commercial site is located at Chiles Blvd. and Cowell Blvd. This will include a small grocery store and miscellaneous retail and commercial shops. ~~dangerous - not needed - should drop neighborhood~~

2) ~~Fifteen~~ ^{Twelve} acres are set aside for professional offices (doctors, dentists, etc.) along Chiles Road between the western extension of Danbury Rd. and the U.S. Agriculture building.

INDUSTRIAL AND RESEARCH PARK ZONING

The plan calls for the following directives on industrial

and research park development:

1) Industrial and research zoning along Chiles Rd. and the connection of Chiles and Cowell, should be designed in keeping with the density, landscaping and design example of the Pacific Standard Life Insurance Building. *act/bulk/burden*

2) Landscaping and building design along Chiles Road will be a consistent, and well-coordinated design theme. This design creates a noise and visual buffer between residents and Interstate 80.

ENVIRONMENTAL

The Plan calls for the following to preserve and enhance environmental resources:

1) All industrial, commercial and research facilities are to maintain existing air and water quality standards.

2) To reduce the impact of freeway noise, industrial, commercial, office and research zoning that separates Interstate 80 from the residential areas are to provide (uninterrupted) earth berms or structures.

3) Commercial developments should be encouraged to minimize their impact on residential areas through operational standards or access (delivery/trash) point design.

SCHOOLS

A suggested location for a potential elementary school is designated adjacent the South Davis Community Park between Cowell Blvd. and La Paz Dr. This site is designed to be between 3 and 6 acres, located adjacent to greenbelt, park, community center and

after-school care facilities.

SERVICES

Three locations are designated as quasi-public service areas for churches or day care centers.



2000 South Davis Specific
Plan Comments

- 1 Motorists should be included
- 2 Although the plan significantly diviates from recommendations of several citizen groups specifically asked to study South Davis
- 3 expressed concern about "industrial needs" term. Does Davis have such needs and how can they be balanced with concern for over industrialization. Consensus was that Davis has minimal industrial needs-only for the appropriate industries(garbage, utilities, etc) which are not real growth generators. 2000 also concerned about providing housing in relation to development of industry.
- 4 overpass should contain provision for pedestrians. 2000 still has strong feelings for 103 overpass location, although majority favors Pole Line location
- 5 Feels this statement about Chiles is too strong as Chiles is already the arterial for south Davis and hence part of the problem. Chiles should be an alternative to a completed Cowell
- 6 Divided Cowell should be a low priority item and appropriate consideration given for problems created by divider for emergency responses
- 7 While signals will no doubt be needed, the list is too specific and funding should be provided to install as signals become necessary without limiting or mandating the listed intersections
- 8 Add a 12th point under circulation but put at top of priority list; Complete Cowell Blvd, from Schmeizer to Richards.
- 9 Approve concept of bike way ± undercrossings but do not limit number or location
- 10 Feel bike/ped overcrossing is impractical and something never ~~xi~~ able to fund. Besides, that intersection (Mace/Cowell) will be signalized
- 11 Add to Putah Creek bike path concept, with eventual linkage to UCD Arboretum bike path
- 12 Path construction should be of asphalt and proposal not practical or necessary
- 13 Agree with statement, with park per city standards(District park) and consistant with service area.
- 14 Community center should be consistant with needs of service area not listed as 10000 sq ft.
- 15 While 2000 endorses after-school child care, we feel mandating it to this location is an error
- 16 Tennis Club takeover proposal very wish list idea
- 17 Considerable disagreement on individual maintenance of strip in greenbelt, from maintenance, visual, and security points of view

18 Also considerable disagreement on short fences, from privacy, security, and visual perspectives

19 Change density south of Cowell from one house per 1.5 acres to one house per 1.5 to 3.0 acres

20 Add last point to Housing that specific ~~xxx~~ population numbers have to be worked out within general plan limits but 2000 feels with a maximum of 500 units for development

21 Feel that no more neighborhood commercial is ~~x~~ appropriate due to experience at El Macero Shopping Center and that this development could actually kill what is already in place

22 Change 12 to 15 for professional offices, as recommend dropping neighborhood commercial

23 Combine points and 2000 supports buffer concept

24 Really is re-statement of point 23 and disagree with word "uninterrupted burns" as impractical. Support concept.

25 Add second school site possibility as w/Rd 103 and a/Village Apt complex. Support combination with park. Needs school funding mechanism

Overall Comments of 2000 Committee

Approve south Davis specific plan in concept, however, approval is conditional that a mechanism MUST be found for funding the overpass first, AND that no development, INCLUDING INTERLAND, be allowed until funding is developed and in place.

If funding cannot be arranged, then allow only low density residential development plus Interland, so that ~~first~~ we can complete the connection of major streets for proper circulation in South Davis.

The 2000 is concerned about development, especially industrial development getting ahead of completion of already badly needed infrastructure, including the overpass and Cowell completion; so that things get much worse for South Davis before they ~~can~~ improve, ~~first~~. We are concerned too that if the infrastructure does not come first, that it will never catch up.

RECEIVED

DAVIS 2000 STUDY COMMITTEE
 June 17, 1985
 Upstairs Conference Room

JUN 21 1985

CITY OF DAVIS
 PLANNINGCommittee Members Present:

N. Concolino, J. Li, G. Gibbs, D. Dingemans (alt. for W. Carlton), K. Goetzinger, M. Corbett, T. Tomasi, J. Kiskis, T. Ross, J. Burnis, S. Boyd, D. Powers, B. Maeda (7:55), T. Lien (8:13), L. Watkins.

Committee Members Absent:

V. Cervinka, J. Peterman, D. Kay, G. Sosnick, M. Major, P. Ross, J. Fishman, S. Walsh, A. Evans, J. Wildenrodt, E. Spafford, R. Dorf, J. Miller, B. Plummer, R. Schneider, R. Monte (alt.).

Staff Present:

R. Traverso.

Others Present:

D. Fleming, L. Fleming (8:30).

N. Concolino called the meeting to order at 7:42 p.m.

Due to lack of a quorum, the Committee could not conduct official business.

Discussion re South Davis Specific Plan

R. Traverso distributed and reviewed the two South Davis maps re the two I-80 overcrossing locations (at Pole Line and on Harrison's property west of Armco), and the South Davis circulation system.

B. Maeda arrived at this time.

S. Boyd and J. Burnis indicated that 500-600 additional units in South Davis would not necessitate an additional elementary school, but an additional 1,600 units would necessitate an additional elementary school, and that the estimated cost of this additional elementary school is \$4-5 million.

T. Tomasi indicated that if an additional elementary school is not needed, the proposed site would revert to some other land use (e.g., residential or park).

T. Lien arrived at this time.

Following additional discussion, the Committee made additional changes to the draft South Davis Specific Plan Goals & Objectives (5/85); N. Concolino will meet with Assistant City Manager to ensure that all changes are incorporated into the draft document.

Following discussion re R. Dorf's motion of 5/20/85 meeting re JPA for South Davis infrastructure improvements was defeated unanimously.

B. Maeda moved, seconded by J. Li, to express its intent that the County areas of South Davis should pay a proportionate share of the cost of the infrastructure improvements in South Davis; passed unanimously (Boyd abstained).

J. Li distributed and summarized a revised draft report by the Economic Base Subcommittee (dated 6/17/85). Following discussion, consensus was to have the Subcommittee work with the Assistant City Manager to try to clarify/unify some of the Subcommittee's "per capita income/expense" comparisons with other cities, to have the Subcommittee amplify its criteria for selecting the comparison cities, and to expand the number of cities used for comparison.

Following discussion, consensus was to delete the references in the Economic Subcommittee's draft report in the "Steady State Economics" section re not allowing additional children in Davis in a worst case scenario.

M. Corbett left at this time (9:20).

Next meeting: July 1, 1985, 7:30 p.m.

Agenda:

1. Approval of June 17 meeting minutes.
2. Discuss Quality of Life Subcommittee report.
3. Discuss Community Facilities Subcommittee report.
4. Discuss Economic Base Subcommittee report.

Respectfully submitted,

ROBERT TRAVERSO

MINUTES OF THE MEETING OF THE PLANNING COMMISSION

June 25, 1985

The Planning Commission of the City of Davis met in special session at 7:38 p.m., on Tuesday, June 25, 1985 in the Conference Room, City Offices, 23 Russell Boulevard, Davis, California. The meeting was called to order by Chairperson Mott-Smith.

Roll Call	Commissioners Present:	Chavez (arrived at 7:50 p.m. and left at 8:30 p.m.), Mott-Smith, Huntington, Carlton, Dingemans, Coleman.
	Commissioners Absent:	Garrett.
	Staff Present:	Community Development Director Lumbrazo, Senior Civil Engineer Copley.

Review and recommendations on the South Davis Specific Plan

Mr. Lumbrazo described the original staff plan, and the revised staff plan.

Mike Corbett, representative for South Davis Citizens, presented the plans generated by comments from South Davis residents.

After discussion, the Commission made the following recommendations.

Commissioner Coleman moved that the Planning Commission recommend that the density level in the South Davis Specific Plan should be minimized through a combination of high and low density development so to (1) generate a fair percentage of the costs of necessary public improvements and (2) accommodate its fair share of affordable housing as defined in the General Plan Housing Element.

Commissioner Carlton seconded the motion and it passed by the following vote:

AYES: Carlton, Coleman, Dingemans, Huntington, Mott-Smith.

NOES: None.

ABSENT: Chavez, Garrett.

Chairperson Mott-Smith moved that Davis Community Housing review both staff and citizen plans and recommend mechanisms for realizing affordable housing.

Commissioner Carlton seconded the motion and it passed by the following vote:

AYES: Carlton, Coleman, Huntington, Mott-Smith.

NOES: Dingemans.

ABSENT: Chavez, Garrett.

Commissioner Carlton moved:

1. That the park/school site be approximately 13-20 acres together;
2. That it be located approximately south of staff Plan II and the site on citizen Plan I.

There was no second to the motion.

Commissioner Huntington moved to recommend that the general location of the park/school be as on the staff I Plan.

The motion was seconded by Commissioner Coleman and passed by the following vote:

AYES: Coleman, Huntington, Mott-Smith.

NOES: Carlton, Dingemans.

ABSENT: Chavez, Garrett.

Commissioner Carlton moved to approve the circulation plans of the Staff II plan with:

1. Schmeiser Avenue to be the border of the City;
2. Chiles Road be widened for a bike lane; and
3. The bike path be reviewed within the Interland project.

There was no second to the motion.

Commissioner Huntington moved that the Planning Commission reiterate the Planning Commission decision to support the overpass at the Road 103 location.

Commissioner Coleman seconded the motion and it failed by the following vote:

AYES: Huntington, Coleman.

NOES: Carlton, Dingemans, Mott-Smith.

ABSENT: Chavez, Garrett.

Commissioner Huntington moved to adopt the Harrison overpass location. The motion was seconded by Commissioner Coleman and passed by the following vote:

AYES: Coleman, Dingemans, Huntington, Mott-Smith.

NOES: Carlton.

ABSENT: Chavez, Garrett.

Commissioner Coleman moved that the east-west street pattern of Cowell Boulevard and Chiles Road, as shown, be implemented from Schmeiser Avenue to Richards Boulevard.

There was no second to the motion.

Commissioner Carlton moved that Schmeiser Avenue be the border of the City. The motion was seconded by Commissioner Dingemans and passed by the following vote:

AYES: Carlton, Coleman, Dingemans, Huntington, Mott-Smith.

NOES: None.

ABSENT: Chavez, Garrett.

Commissioner Carlton moved the following:

1. To adopt the east-west circulation pattern from Schmeiser Avenue to Fifth Street on Cowell Boulevard;
2. To adopt the widening of the bike lane on existing Chiles Road as recommended by the South Davis Traffic Study. Chairperson Mott-Smith seconded the motion and it passed by the following vote:

AYES: Carlton, Coleman, Dingemans, Huntington, Mott-Smith.

NOES: None.

ABSENT: Chavez, Garrett.

Commissioner Carlton left at this time.

Commissioner Huntington moved to approve the revised Chiles Road from the overpass road to Richards Boulevard.

The motion was seconded by Commissioner Coleman and passed by the following vote:

AYES: Coleman, Dingemans, Huntington, Mott-Smith.

NOES: None.

ABSENT: Carlton, Chavez, Garrett.

Commissioner Dingemans moved to endorse the greenbelt system as shown in the citizen Plan II. The motion was seconded by Chairperson Mott-Smith and passed by the following vote:

AYES: Coleman, Dingemans, Huntington, Mott-Smith.

NOES: None.

ABSENT: Carlton, Chavez, Garrett.

Adjournment

The meeting was adjourned at 11:20 p.m.

AD HOC SOUTH DAVIS COMMITTEE REPORT



December 4, 1980

PREAMBLE

The Davis General Plan Housing Element, Resolution No. 2922B, Series 1980, Objective 8 and 9, state that planning should be directed toward "achievement of an orderly pattern of residential development, with due consideration for the environment, accessibility, services, and facilities, in order to eliminate possible adverse effects of growth"... for example, availability of services, transportation and circulation patterns. Further, the quality of life for all Davis residents shall be enhanced "through maintenance of well-designed and appropriately served residential environments."

Development of the City of Davis in the area south of Interstate 80 has progressed from an area which was solely agriculturally oriented to an area which is presently urban, interspersed with farm land and commercial-industrial development. The South Davis community is physically separated from the rest of the City by Interstate 80. It has several social and economic characteristics that render it different in comparison with the remainder of the City. Included among these are the following:

- proportionately, South Davis has among the highest number of non-university-student-aged persons;
- this area has the highest proportion of full-time wage earners; and
- this area is among the highest in the City with respect to the proportionate number of seniors above age 60.

Unlike the other parts of Davis, South Davis has continued to grow without any defined local area plan. Commercial and industrial growth there increase tax revenues for the City, but generate unique problems in and for South Davis.

RELATIONSHIP OF THE SOUTH DAVIS PLAN TO THE GENERAL PLAN

The following goals and policies will enhance the development of South Davis in congruence with the General Plan.

GOAL 1 - To make the South Davis area a residentially-oriented community which is well planned and esthetically pleasing, an area which reflects the values and needs of the whole community.

1. Encourage residential developers to plan for greenbelts, bikeways, and open space.
2. Provide stricter enforcement of illegal parking with special emphasis on recreational vehicles, boats, and trucks.

3. Provide landscaping between the street and residential fence along Mace Boulevard between El Macero Drive and Cowell Boulevard. In the interim the existing weeds should be mowed.
4. The Design Review Commission should give added focus in providing for quality landscaping for commercial development in the area. Enforcement action should take place to insure that required landscaping is well maintained.
5. The City should encourage civic and community groups such as the Boy Scouts, Girl Scouts, Future Farmers, etc., to participate in the landscaping of South Davis.
6. Require master planning by individual developers.
7. Encourage innovative architecture - while conforming to the City's energy policy - in residential developments.
8. Encourage complementary and consistent architectural themes in commercial development.
9. Provide diversity in lot sizes within and between subdivisions.

GOAL 2 - To encourage commercial development which serves neighborhood needs for basic services such as:

Drug store	Auto supply store
Grocer	Recreational services
Bank	Medical-dental
Hardware/nursery	Shoe repair
Bakery/coffee shop	Professional office building
Cleaners	Personal services
Pet grooming	

GOAL 3 - No additional land should be developed for C-H type uses other than the properties located along Chiles Road between Ensenada Drive and the easterly City limits that are currently zoned C-H.

GOAL 4 - Provide for safe and complete traffic circulation and parking within the South Davis area.

1. Provide two-way left turn lanes and bike lanes on Chiles Road with no vehicle parking between Mace Boulevard and El Camonca Avenue.
2. Restrict parking along Chiles Road in the vicinity of the intersections with Ensenada Drive and La Vida Way to insure better vehicular sight lines.
3. Eliminate u-turns on Chiles Road at El Camonca Avenue and install load limit signs on side streets off Chiles Road to prevent through truck traffic.

4. Completion of Cowell Boulevard in its entirety including its extension to Richards Boulevard.
5. Construct a two-way bike path along Chiles Road from Richards Boulevard to Mace Boulevard which is completely separate from vehicular traffic.
6. Develop bike path along Pioneer Park at the north side of Hamel to minimize bicycle and vehicular conflicts occurring around Pioneer School.
7. Install pedestrian-actuated lights with crossings on all four sides of the Chiles Road/Mace Boulevard intersection.
8. Encourage bike path access to Pioneer School from (a) El Cemonte via Schmeiser Avenue and (b) El Macero.

GOAL 5 - To provide safe and convenient access to the other areas of the City by all modes of transportation.

1. Install flashing yellow light at Road 103 and Chiles Road.
2. Provide bike lane on Richards Boulevard overpass (see attached maps as a possible solution).
3. Request that City Council place in highest priority for Cal Trans support, an overcrossing between Richards Boulevard and Mace Boulevard at one of three locations: (a) Road 103; (b) Pole Line Road; or (c) the bike path coming from the University Village subdivision.
4. Provide Park and Ride area for bus users and car pooling, perhaps in the vicinity of the Mace Boulevard and Chiles Road intersection.
5. Provide increased bus service such as: Unitrans and Regional transit.
6. Provide a bus shelter, stop and possible turnout at Road 103 and Chiles Road.

GOAL 6 - To permit the development of South Davis only as basic emergency, school, support services, and adequate vehicle access can be provided.

1. As more residential development takes place, additional school capacity or a new school site and facility should be provided.
2. Provide adequate police strength to meet rising population growth.
3. Investigate the establishment of separate assessment districts for some services such as overcrossing and open space.
4. Encourage more child-care facilities.

5. Provide adequate fire protection strength to meet planned growth.
6. Provide adequate sewage capacity as growth occurs.
7. Any further development must include mitigation measures which will lessen the impact of added traffic. Specific attention should be given to Chiles Road and Mace Boulevard and Richards Boulevard overcrossings.

GOAL 7 - To have priority development of property within currently developed areas with the intent to promote "infill" development.

1. High priority

- a. To provide for the completion of Cowell Boulevard (Parcel E on attached map).
- b. To provide a noise buffer for existing area residents from Interstate 80 (Parcel D on the attached map).

2. Medium priority

- a. To provide for completion of Schmeiser Avenue and Cowell Boulevard (Parcel G on the attached map).
- b. To provide for the extension of San Marino Drive (Parcel F on the attached map) south of El Macero Drive and north of Willowbank.

3. Lower priority

- a. Development of individual lots along existing streets and the development of the remaining vacant parcels (Parcels A, B, and C on the attached map).

4. Maintain General Plan Agricultural Reserve designation on Parcel H.

GOAL 8 - To provide a wide range of cultural and recreational opportunities. This includes planning and development of recreational facilities which will meet the needs of present and future residents.

1. Improve Pioneer Park with addition of play equipment and restrooms.

2. Plan for a community swimming pool.

3. Provide a community meeting/theater building similar to Chestnut Park Roundhouse.

4. Bring Life Enrichment programs to South Davis.

5. Encourage the establishment of churches in the South Davis area.

GOAL 9 - To mitigate the safety and noise problems created by Interstate 80.

1. Noise

- a. Construction of two-story office buildings with the use of earth berthing along Chiles Road to act as buffer and noise mitigators. (Example: Pacific Standard Life building and landscaping.)
- b. No new residential building along Chiles Road shall take place and conversion of present residential buildings to office uses.

2. Safety

- a. Create a new on-ramp for cars coming southbound from Mace Boulevard overpass by "tightening" the curve through present landscaped area north of Chiles and west of Mace Boulevard overpass. Use remaining currently landscaped area for Park and Ride.
- b. Provide better bike access and paths on Richards Boulevard and Mace Boulevard overcrossings.
- c. Plan emergency vehicle evacuation for South Davis.
- d. Landscape with large bushes along Chiles Road (on Interstate 80 side) to eliminate glare of lights from oncoming traffic.

Submitted to the Davis City Council on December 17, 1980.

Bill B. Dendy
Bill Dendy

Nathan Hoffman

D. Susan Rooney

Peter Donoghue

Robyn Edell

Douglas Kay

James Sprifke

Elizabeth Taber

Hal Getz
Hal Getz

Joan R. Miller
Joan Miller

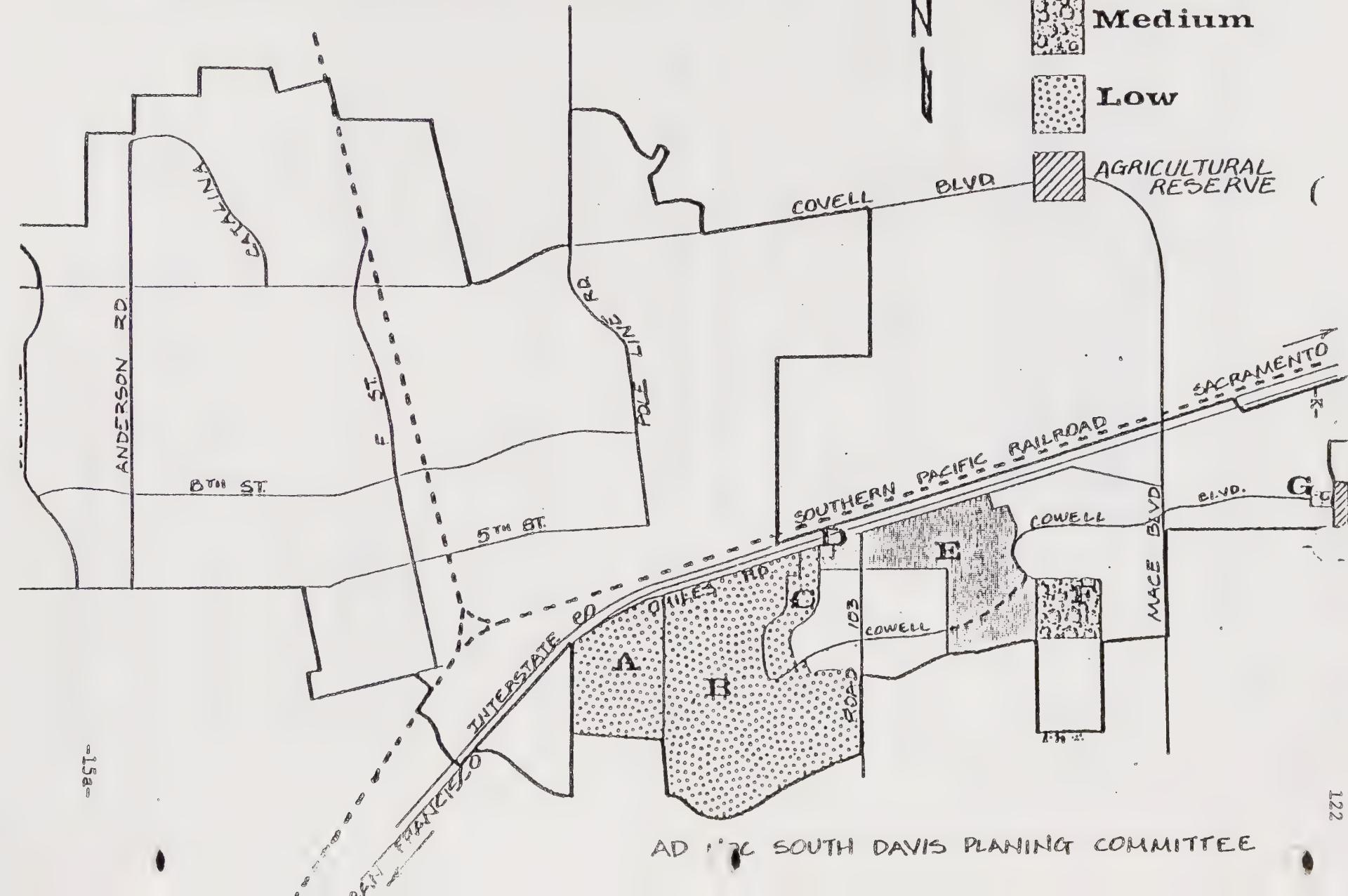
Roland Smith
Roland Smith

Elizabeth Stewart

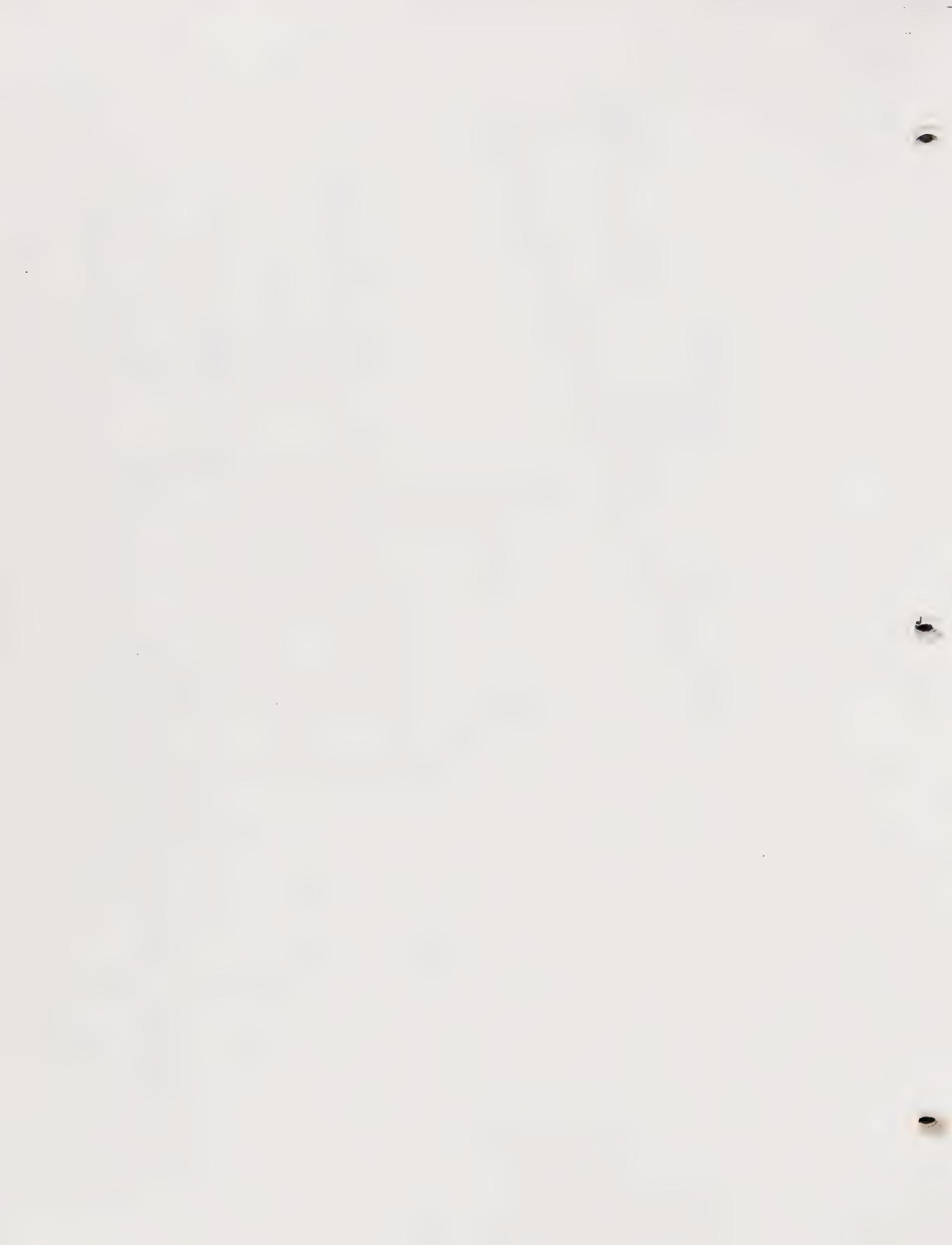
CITY OF DAVIS
DEVELOPMENT PRIORITY FOR
SOUTH DAVIS UNDEVELOPED LAND

Priority

- High
- Medium
- Low



THE SOUTH DAVIS TRAFFIC CIRCULATION STUDY



AGENDA

DATE: 12-5-84

ITEM NO: 4

November 17, 1984

RECEIVED

TO: Davis City Council DEC 11 1984

FROM: South Davis Traffic Study Committee CITY OF DAVIS
PLANNINGRE: The South Davis Traffic Circulation Study
Consultant's Final Report, October, 1984

In response to our charge from the City Council, the members of the South Davis Traffic Study Committee have studied the many issues regarding traffic safety and circulation in south Davis. To accomplish this, we have also carefully reviewed the October 1984 Davis Traffic Circulation Study by DKS Associates. Additionally, we have conducted two public hearings at which we received direct public input from City and County officials, City staff, parents of school-aged children, and residents of the area (including Willowbank, El Macero and Barthel's Mobile Home Park).

I. General Conclusions

After careful review of the issues, opinions, and reports on this matter, the South Davis Traffic Study Committee makes the following general conclusions and recommendations:

- A. The two most pressing traffic concerns in south Davis are:
 - a. Unsafe traffic ways and patterns, especially for bicyclists, and particularly for school children; and
 - b. Incomplete roadways which hinder police and fire response and which require excessive use of fuel by motorists living

in or traveling through south Davis, or from south Davis to other parts of Davis.

B. Because south Davis is physically isolated from other parts of the City, a lack of a single identity has developed among residents living in the various sections of Davis. This is particularly true of many residents living in south Davis. The sense of separateness is caused primarily by the I-80 freeway, but other factors, such as the street sign located in south Davis at the I-80-Mace Boulevard interchange which reads "DAVIS", reinforces the perception that south Davis is not really part of the City of Davis. Increased access between central Davis and south Davis will help reduce the isolation of south Davis. It will also increase the interaction of south Davis residents with the core area, and particularly with core area merchants. It should also draw more residents of other areas in Davis to south Davis, and in turn increase the viability of retail businesses in south Davis. The City Council should take a strong stand to support and strengthen a sense of "wholeness" or "oneness" among all residents of the City by improving access between central Davis and south Davis.

C. The most problematic factor hindering the resolution of the south Davis traffic problems is the planning and development timeline proposed in the General Plan. The Committee endorses the purpose of the General Plan as a document to plan and control the rate of growth and development for the City. We

also strongly support the General Plan because it addresses the environmental and esthetic factors which make Davis a desirable community in which to live. However, if the General Plan is to be a tool to serve the citizens of Davis, it therefore must be a "living" document which can accommodate changes in our community desires or needs. In this regard, the timeline for planned growth and development in south Davis, as outlined in 1973 when it was adopted, now impedes the City's ability to effectively solve the traffic safety and circulation problems in south Davis.

The General Plan recommendations for south Davis have produced the hop-scotch traffic and bicycle circulation as well as leapfrog commercial and housing development which now exists. Its timeline for land usage is also inconsistent with the design of traffic patterns which meet the traffic and bicycle safety and circulation needs in the area. Consequently, the South Davis Traffic Study Committee recommends that the land utilization plan outlined in the General Plan for south Davis be reviewed and modified as necessary to accommodate the construction of a safe and efficient traffic infrastructure for this area of Davis. The review must also address the issue of density and future development.

These problems need to be addressed immediately, and the City should not allow the continued application of inappropriate General Plan recommendations to continue to restrict growth patterns and necessary development to resolve these matters.

In reassessing the General Plan, the following factors should be carefully considered:

1. South Davis is currently suffering from incomplete and hazardous planning resulting in an ill-conceived area for both traffic circulation and resident safety. Improved planning concepts must be employed to correct the poor planning of the past. These efforts must be initiated immediately in order to put into place a detailed proposal for the area which both meets the needs of the residents and provides the necessary services to the community. The planning must provide the residents of south Davis with the same level of services and access given throughout Davis. Because of the current situation, it will take a strong commitment and effort from the City to bring south Davis up to the high planning and aesthetic standards of other areas of Davis.
2. In the election of 1980, Davis residents endorsed a population limit of 50,000 for the city until the year 2000. The South Davis Traffic Study Committee endorses limited population growth, but asserts that the south Davis traffic problems are not solvable unless the General Plan is amended and the allocation percentages for south Davis are increased.
3. Since planned growth has occurred in nearly all areas of the City, south Davis now contains the only major undeveloped land within the City limits. The South Davis Traffic Study Committee recommends that the City reconsider and rephase the development of south Davis. This should occur immediately and must be designed specifically to accommodate the need for safe

bicycle and traffic circulation and insightful, well-planned, efficient traffic patterns. However, any land removed from agricultural reserve should be rezoned with the lowest density possible. Such low density development can enhance the entire community and also contribute to a funding base for improving safety and circulation patterns in the area.

II. Recommendations

Based on the information generated at the public hearings and the data provided by the DKS Consultant, the Committee makes the following specific recommendations for solving the bicycle and traffic safety and circulation problems in south Davis.

1. TO PROVIDE A SAFE AUTO AND BIKE ROUTE BETWEEN MACE BOULEVARD AND RESEARCH PARK DRIVE, COWELL BOULEVARD MUST BE COMPLETED BETWEEN THESE TWO MAJOR ROADWAYS. This route must be completed because it will provide a safe east-west thoroughfare through south Davis. The need for the continuous route is absolutely critical to the safety of school children traveling to Pioneer School, the Junior High School, the High School, as well as for University students, University employees, and south Davis residents who desire to bicycle to the core area. It will also enhance the availability of prompt fire and police protection to the area residents.

The South Davis Traffic Study Committee strongly disagrees with the DKS finding that the completion of Cowell Boulevard is not critical to the area's planning and development. Cowell

Boulevard was envisioned in the General Plan as a safe cross route through south Davis. Truck and auto traffic on Chiles Road often travels at freeway speeds. This route is not an acceptable arterial for east-west travel through south Davis. Although the completion of Cowell Boulevard will necessitate the purchase of land currently in urban reserve, it is vital to the safety and circulation needs in the area. These factors are our primary concerns.

The Committee recommends that construction sequence for completing Cowell Boulevard begin with the segment between Road 103 and Mace Boulevard. The second phase should be the completion of the segment between Road 103 and Research Park Drive.

For the short term, CHILES ROAD SHOULD BE IMPROVED TO ACCOMMODATE WIDER EAST AND WEST-BOUND BICYCLE LANES. However, this must not be a permanent alternative to a completed Cowell Boulevard due to the existing conflict between bicyclists and high speed traffic. It would temporarily improve safety on Chiles Road.

2. A COMBINED BICYCLE AND AUTOMOBILE OVERCROSSING MUST BE CONSTRUCTED AND SHOULD BE LOCATED AT ROAD 103. This overcrossing will provide safe access to Holmes Junior High School, Davis Senior High School, and UC Davis, as well as to the core area. Currently, both Richards Boulevard and Mace Boulevard are extremely unsuitable routes especially for school-age bicyclists. Our public hearings revealed overwhelming concern regarding these freeway crossings. Many south Davis parents stated that they

do not currently allow their children to bike to school. An overcrossing is also needed for auto traffic because the Richards Boulevard entrance to Davis is already at capacity and Mace Boulevard is rapidly approaching this status. According to the DKS Study, it will be only a few years before the traffic and bicycle capacity of these routes will be well beyond their present design and reasonable standards for safe travel. In disagreement with the DKS finding, the Committee asserts that an auto and bicycle overcrossing is necessary to accommodate current needs. This dual overcrossing is also needed for all future planned development.

The Committee also disagrees with the DKS consultants' recommendation that the overcrossing be built at Pole Line Road. We have reached this conclusion because the existing development and terrain (ponds) at Pole Line Road would require that an overpass at that location include sharp turns and curves necessary to reduce the grade. Also, unusual right angled turns would be built at the approaches. We believe that this would be unsafe for bicyclists and difficult for motorists to negotiate. Further, because most of the population resides east of Road 103, the overpass will serve more residents if it is located at Road 103. The Committee is convinced that because Pole Line Road is in close proximity to Richards Boulevard, and Road 103 is centered between Richards and Mace Boulevards, it is logical to locate the overpass at Road 103. A Road 103 overcrossing can be constructed without the unusual turns and curves which would be required at Pole Line Road. Finally, an overpass at Road 103 is consistent

with the General Plan, which provides for the extension of 5th Street to Road 103.

III. Funding

The remedies needed to meet the traffic and bicycle safety and circulation needs in south Davis will be costly. We concur with the funding options outlined in the OKS Final Report. In addition, we propose other funding mechanisms as follows:

1. All new development throughout Davis must bear its share of the cost of the overpass. City staff should immediately develop a formula to fairly allocate the existing construction tax toward the overpass costs.
2. As an endorsement to making Davis "whole" through well-connected and safe bicycle and traffic patterns, the City Council should immediately establish a special fund which will contribute to the cost of the improvements needed in south Davis. A minimum of \$200,000 should be added to this fund annually from Federal Aid Urban (FAU) funds and gas tax revenues allocated to the City each year by the State.
3. Explore the possibility of imposing a temporary sales tax increase to generate additional monies for the overpass fund. For example, a 1/2¢ increase in sales tax would generate a 50% increase in available revenues.
4. Consider a unified funding effort which could finance several public projects needed throughout Davis. For example, a city-wide initiative could be sponsored to generate the funds for a freeway overpass in south Davis, the band shell

in central Davis, and renovation of the Downtown Recreation Building. Other needs could be added to the list. Such an initiative could build on and receive support from those who recognize the need for a "unified" and concerted effort to make Davis a safe and pleasant place for us all to live.

5. Investigate all other governmental funding possibilities and act in unison with County, State, and Federal officials to obtain any monies available for these purposes.

These funding issues must be addressed immediately. The Committee recognizes that such decisions are not easily reached and may conflict with philosophical issues or political commitments. However, the safety of the area residents must be the overwhelming factor when making such major decisions.

IV. Conclusions

The traffic problems in south Davis are acute and plans to correct them must begin immediately. Without resolution of these issues, the south Davis traffic and bicycle problems will continue indefinitely. A new and "useless" report may be generated every two years. Meanwhile, south Davis is not receiving the protections which the General Plan goals provide the rest of Davis. We are especially concerned that the City of Davis has not yet implemented the goals and objectives of the Circulation-Transportation Element of the General Plan in south Davis. The Circulation-Transportation Element addresses major thoroughfares and transportation routes in correlation with the Land Use

element. The General Plan calls for ". . . the provision of a balanced, comprehensive transportation and circulation system coordinated with land use that adequately accommodates the total travel needs of the community."

There must be an unwavering commitment that south Davis traffic and bicycle problems be solved. This will require unanimous support from the City Council. The implementation of solutions to the problems must begin immediately. The City Council of Davis must acknowledge that the City of Davis has an obligation to solve the traffic and bicycle needs in south Davis. The solutions, although costly, are achievable, particularly in a city which prides itself ^{for} comprehensive planning and development. It is incumbent, therefore, on the City Council to give south Davis the transportation-circulation priority it so desperately and critically needs. The South Davis Traffic Study Committee recommends that the City Council approve the solutions proposed in this report. Furthermore, we urge the City Council to direct staff to immediately implement the necessary procedures for accumulating the requisite funds. High priority should be given to inter-governmental cooperation in all future planning. We urge the City Council to set in motion the implementation of our proposed solutions so that the momentum this Committee has generated will not be lost. The final result will be a better planned, more unified Davis, and this will, in turn, bring benefits to all of us who so proudly claim residence in our community.

Respectively submitted,

Douglas H. Kay
Douglas H. Kay - Chairman

Joan R. Miller
Joan R. Miller - Vice Chairwoman

Dennis Huntington
Dennis Huntington

Mary A. Spruill
Mary Spruill

Mary-Alice Coleman
Mary-Alice Coleman

Pete Klimek
Pete Klimek

Bonnie Plummer
Bonnie Plummer

Gene Stelle
Gene Stelle - Alternate



COMMENTS RECEIVED





Davis
Community
Housing

Mail: P.O. Box 1516
Davis, CA 95617
Office: 1414 Olive Drive
Phone: (916) 753 2629

June 20, 1985

TO: Davis Planning Commissioners
FROM: Ira Saletan, Executive Director
Davis Community Housing, Inc.
SUBJECT: SOUTH DAVIS SPECIFIC PLAN:
LAND BANKING FOR AFFORDABLE HOUSING

In your review of the South Davis Specific Plan, we would like to request that consideration be given to the need to create home ownership, rental and other housing opportunities for lower income families.

Existing proposals to zone residential areas for large lot "ranchettes" will understandably allow the City to develop its infrastructure needs in South Davis while creating a fairly modest increase in its number of housing units. This seems to be consistent with the General Plan objective to provide for the "establishment of methods of limiting growth to that which is necessary and appropriate."

However, the General Plan also calls for the "adoption and implementation of methods to assure low and moderate cost housing to meet the need." The City's Housing Element calls for "a housing mix of different prices/rents in new developments and the dispersal of lower, moderate and higher cost housing throughout the City, each planning area, and each subdivision where feasible." It also states that the City will "encourage ownership housing opportunities for low income households earning fifty to eighty percent of the County median income." Similarly, the Housing Assistance Plan maintains that the City will "promote the development of housing opportunities for low income residents Citywide."

The staff of Davis Community Housing, Inc. (DCH) feels that the development of large lot ranchettes, intermixed with a lesser percentage of lots designated for owner-builders, rental units, cooperatives and other types of housing to meet the needs of lower income Davis residents, will be an excellent way to mitigate potential conflicts between the City's dual objectives: to limit the density of residential development while encouraging affordable housing opportunities.

Self-help (owner-built) housing is a particularly effective means of increasing home ownership opportunities for lower income households. The City's Fair Housing Program, approved by the Council last month, identifies "investigating and promoting self-help housing development for minority families through Davis Community Housing, Inc." as a recommended strategy. The Ad Hoc Citizens

South Davis Land Banking
Davis Community Housing, Inc.
June 20, 1985
Page Two

Affordable Housing Task Force concluded that "self-help housing programs offer an excellent and unique opportunity for low-income families to achieve home ownership. Land costs in Davis are the major impediment to the establishment of a feasible self-help program in the City. To overcome this problem, the City should develop a land banking and/or leasing program which would subsidize land costs for this type of project." (emphasis added)

Land banking is an inclusionary land use policy practiced in communities throughout California and the nation. The City of Davis could require, as a condition for the development of residentially zoned parcels within the South Davis Specific Plan area, that a certain percentage of land be dedicated to the City, to be used for the development of affordable housing for low income Davis residents. A significant in lieu fee could be assessed as an alternative in cases where developers opted not to dedicate land.

An effective land banking/acquisition program will be the key to the success of efforts by DCH and others in Davis to create truly affordable housing in this community. DCH can assemble the technical assistance and financing. However, without City participation in the acquisition of residential lots, this great opportunity to create low-income housing opportunities in Davis will not be realized.

If the City continues its current growth management policies into the next century, then the land to be residentially zoned within the South Davis Specific Plan area will amount to a large portion of the total vacant residential inventory. It is therefore critical that a land banking program designed to create low-income housing be implemented in a timely and effective manner. The staff and board of directors of Davis Community Housing would be glad to provide any technical assistance which the City may need in this regard.

DAVIS ASSOCIATES
1822 Fourth Street, Berkeley, California
415-527-6859

May 30, 1985

Tom Lumbrago
Director Planning Department
City of Davis
Davis, California

RECEIVED
JUN 5 1985
CITY OF DAVIS
PLANNING

Dear Tom

As new owners of the Creekside Properties (also referred to as the Fidelity Parcel) in South Davis, we have been following the development of a Specific Plan for South Davis with some interest. We appreciate the time you have spent with us explaining the planning process in Davis, and generally filling us in on the history and politics of development in the town. As you are aware, we have also been in contact with Mike Corbett who has been working with neighborhood groups developing alternative plans for the area. We are familiar in a general way with the features of the current "Corbett Plan" which apparently has some level of support around the City. We have also spoken with local engineers and realtors to get rough ideas about development costs and market realities.

We recognize that any plans for future development of our property will have to wait for the City to formally adopt a Specific Plan, however, we did think it would be useful, both to you and other groups that are working on the plan, to have our impressions to date. It would be a great mistake to adopt a plan that is unworkable, thus delaying indefinitely roads and bike paths that are crucial to the comfort and safety of South Davis residents. Our impressions are outlined below:

I. General planning - In a general way, the allocation and division of land use seem entirely appropriate. The extension of Cowell Road as a major E.-W. circulation path makes sense and the inclusion of major greenbelts with bike paths and appropriate grade separations at major streets can only make for a safer and more liveable environment. Office and industrial use along Chiles Road and IBO is sensible.

II. Residential densities - While recognizing everyone's desire to minimize population growth, we cannot see how with the proposed densities any developer could bear the considerable costs of the civic improvements suggested. We do think it is appropriate to develop the majority of the land at about the 4 units/ acre level suggested, but would like to consider devoting a portion of the site adjacent to the industrial area

for garden apartment development. We believe this makes sense as much from a planning standpoint as an economic one. While the primary housing demand now may be for single family detached homes, as the Interland industrial park and the office-industrial zone of our site are gradually developed, there will be an increased demand for high quality apartment units. Somewhat higher residential densities adjacent to the central greenbelts will also add to the vitality of these extended parks.

III. Office / Industrial Zone - An allocation of 30-40 acres of our site to office and industrial R&D development seems appropriate, but we do have serious reservations about the way the lines have been drawn. We see no reason for the proposed extension of El Segundo Road between the Industrial zone and existing housing to the South, particularly since, in the latest plan, the road is clearly not designed to be an East-West circulation link. To place new housing between the existing housing and the industrial development does nothing to ameliorate the intersection of these zones. Instead we would propose eliminating the proposed new residential here, and expanding the greenbelt, designing it to be an effective buffer. We have an additional concern over the zoning in the small area between Chiles and El Segundo near La Vida. As a long term plan it would seem to make more sense to consider this an industrial or commercial zone.

IV School and Park - We are concerned about the size of the land donation we would have to make for a new school and park site. Obviously South Davis must plan for the future, but we would like to see this burden shared by the various landholders. Your new proposal for a twenty acre school and park site on our property near Chiles Road and Road 103, while it does address our concern with the industrial - residential interface voiced above, quite clearly would place an unacceptable development burden on us. There is no way we could afford to donate this large a parcel as well as developing a greenbelt and circulation system. One possibility might be to split the school and park to opposite sides of Road 103. We feel a reasonable sized park adjacent to the "quasi-public" zone and buffering between industrial and residential might be workable. It would be available to residential and business users, would be very centrally located and would create a focus for the whole greenbelt system.

V Cowell Road - It has been suggested the extension of Cowell Road might be reduced to 2 lanes to reduce costs. While generally in favor of narrow residential streets, we question whether it makes sense to constrict this major feeder and circulation way. Our initial inclination is that we would like

to see Cowell routed as far to the north as is feasible and to develop the housing to the south entirely off secondary roads.

VI Bike Paths, Greenbelts, Grade Separations- given the cost of grade separations, these should be limited to two; one at Rd 103 and one at Cowell. We see some opportunity for cost savings by locating the Cowell grade separation near the N. end of the school site.

VII Development Timing- We see the infill of South Davis on our site as very positive to the whole environmental climate to the town. It is a completely natural extension of development which occurred in the 1960's and 70's. As land owners we are in no particular hurry to develop, however we can see the benefits to the community which are possible and are willing to proceed on a fast timetable. We are, in fact, quite excited about the possibility of helping to create a real "wholeness" to the South Davis community. What must be understood, is that in order to substantially complete civic improvements, we must have workable zoning and very substantial allocation of development permits. If this is a direction the City wants to go in, we will be happy to work with local builders and local engineers and site contracting firms. We look forward to working with your staff.

We hope these notes give you some idea of our initial reactions to the South Davis Plans which are in the process of being formulated. We would be very happy to talk more with you and with some of the other key players in the planning process and hope that we can work closely together.

Thank you.

Yours Truly

Richard Millikan
Abrams/Millikan and Kent
Partner: Davis Associates



CURRENT GENERAL PLAN DESIGNATIONS



DAVIS GENERAL PLAN LAND USE

CD_RP_22



RESIDENTIAL
COMMERCIAL
INDUSTRIAL
SCHOOLS

GENERALIZED LOCATION

OPEN SPACE
PUBLIC
AGRICULTURAL
RESE

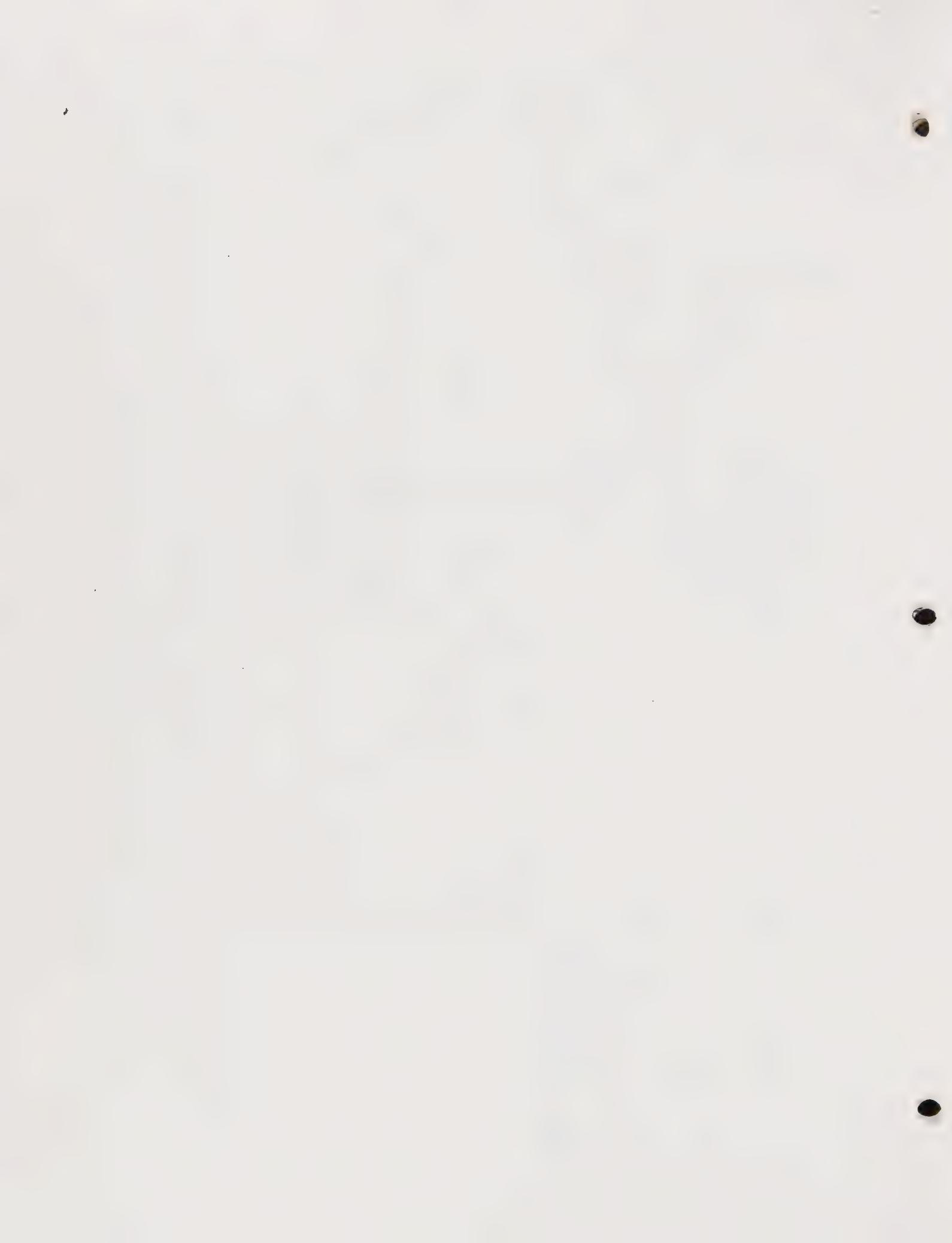


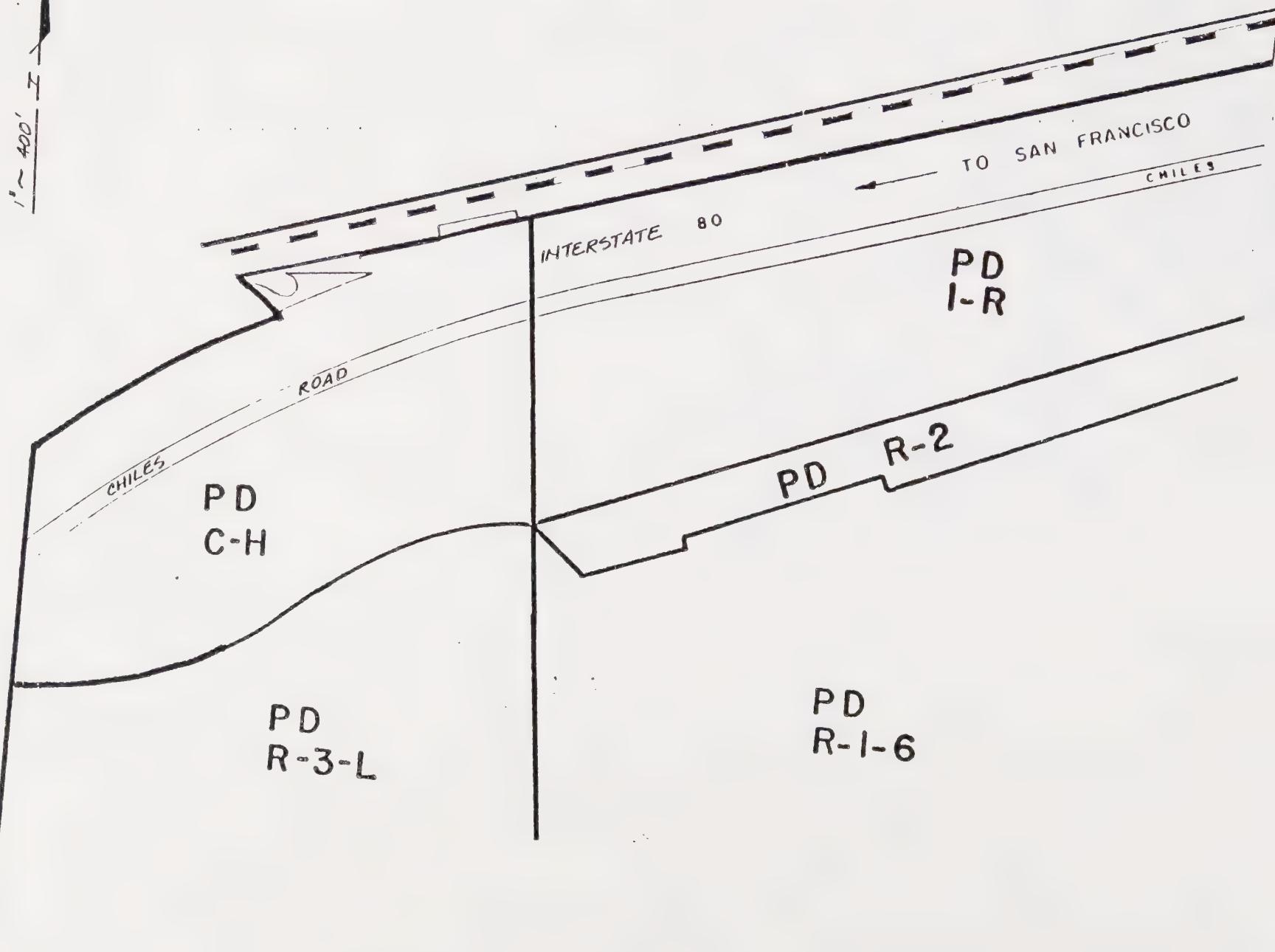
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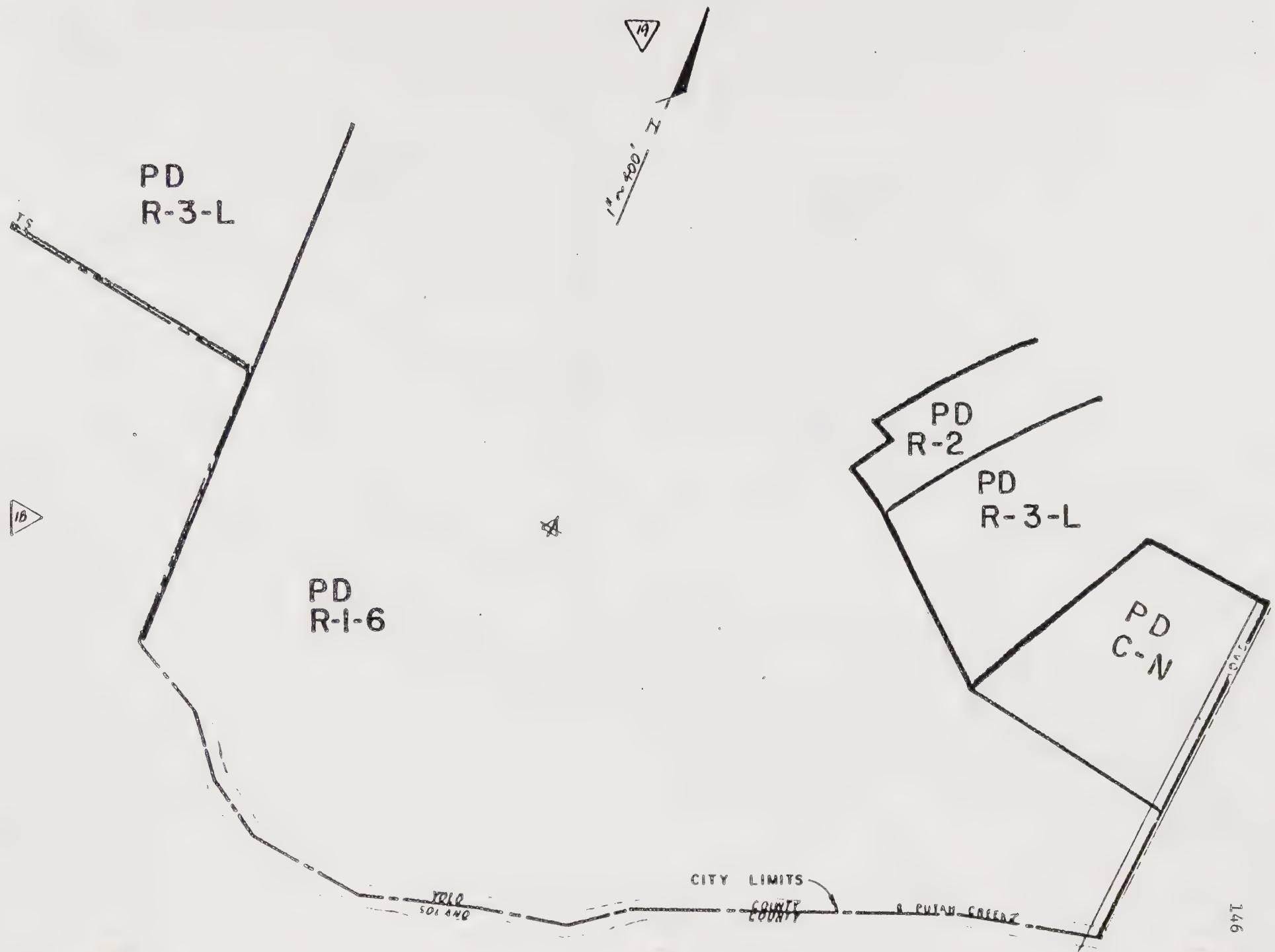
February 1984

**EXISTING
URBAN RESERVE
FUTURE PLANNED DEVELOPMENT**

EXISTING ZONING OF SOUTH DAVIS PROPERTIES







1' ~ 400'

2810 PD 2828
10-72

PD
I-R

PD
R-I-6

PD
R-2

PD
R-3-L

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20

CHILES

INTERSTATE 80

ROAD

C-H

LIMITS

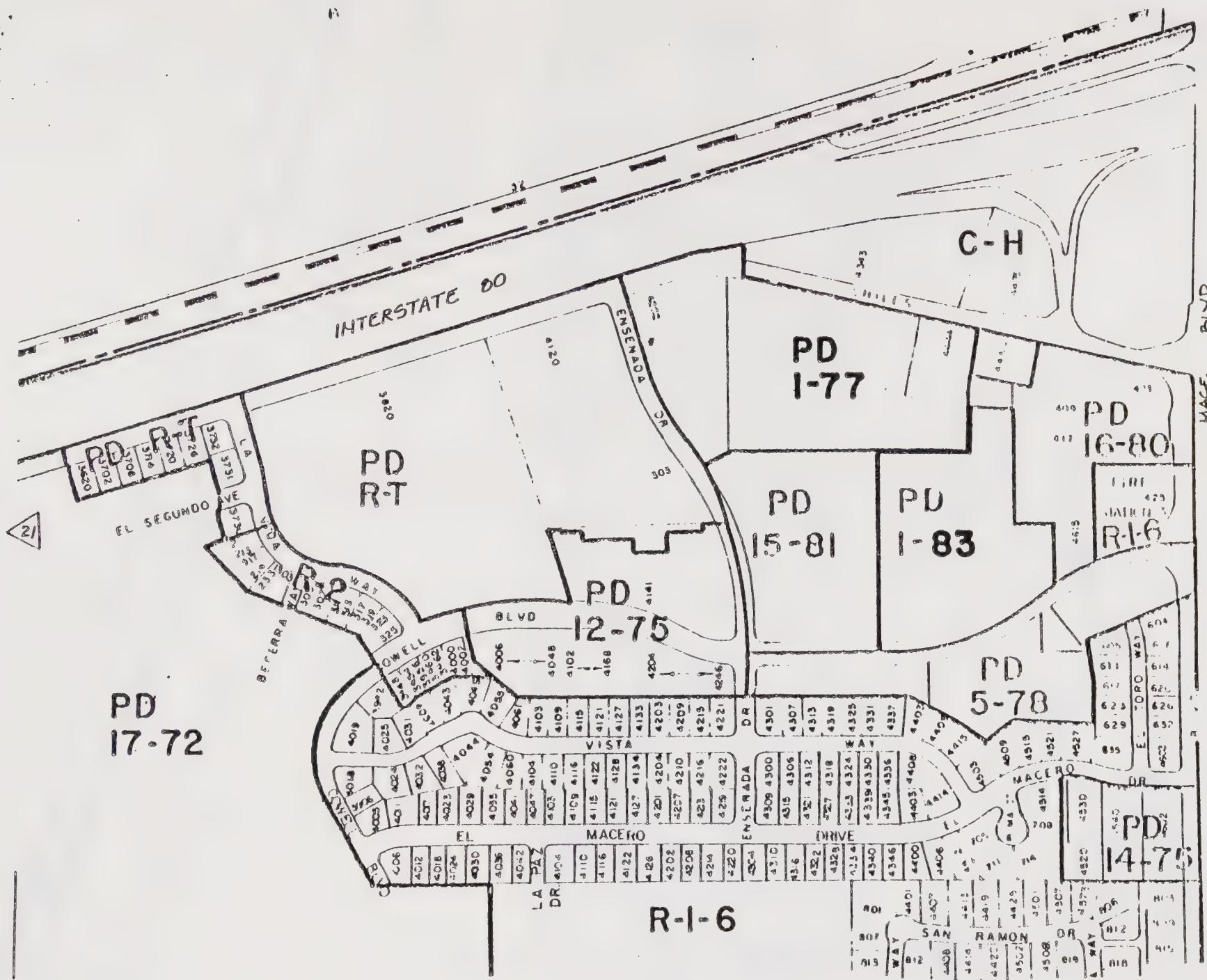
PD
17-72

PD
726 R-2

62-4 PD

R.I.6

CITY LIMITS



PD
17-72

R-I-6

143

22

1-9

22

R-I-6

PD
17-72

SILY-LIMITS

CITY LIMITS

DRIVE

LANE

ALMOND

WALNUT LANE

BANK SWOON

HILL SIDE

HILL TOP

1 2 3 4 5 6 7 8 9 10 11 12 12A 13 13A 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47

AVE.

R-1-15

PD 19-75

4-78

ALMOND

MOROSO PL.

CALIFORNIA

ROSAFIO

HOBNAIL

PD 19-75

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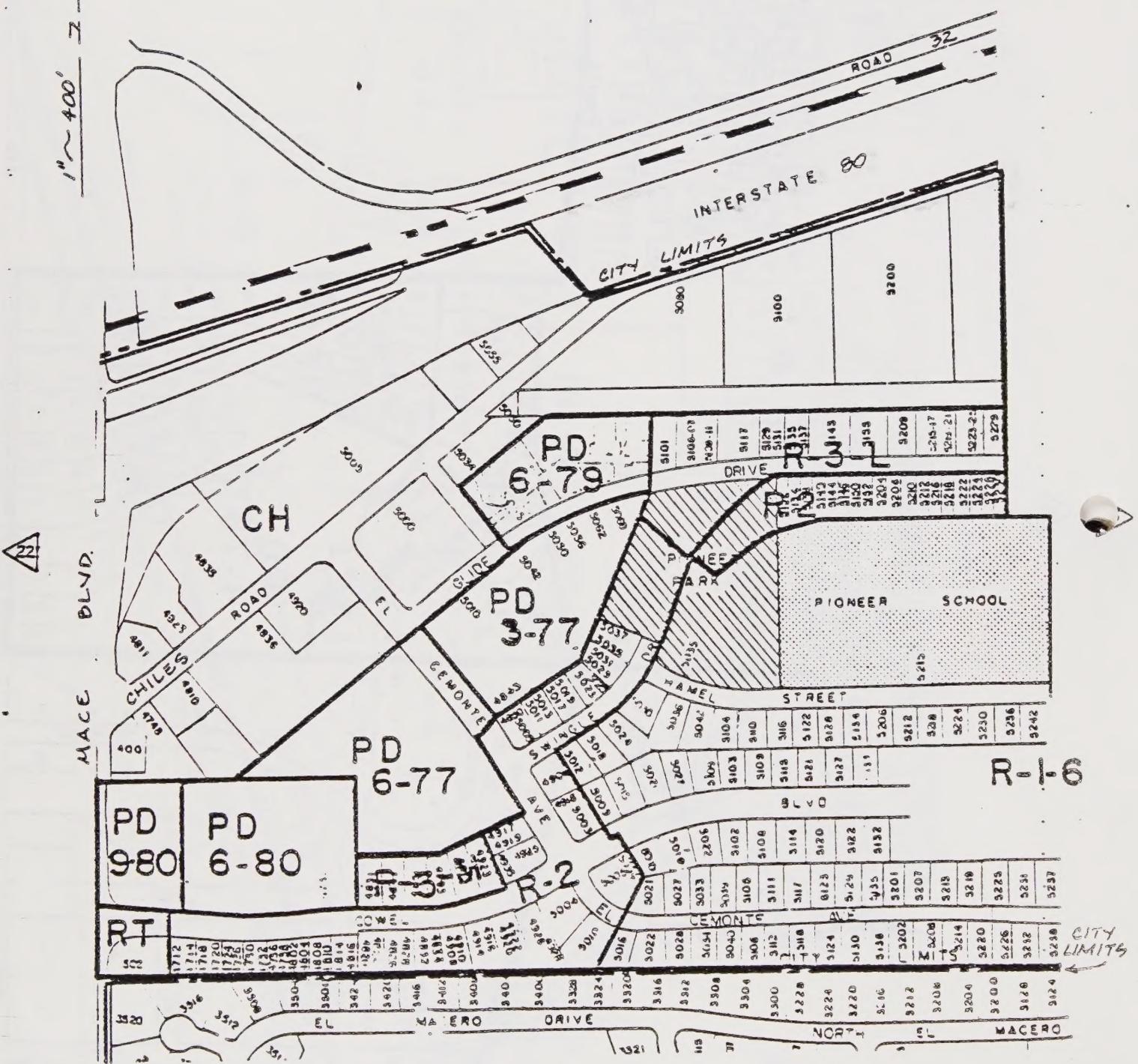
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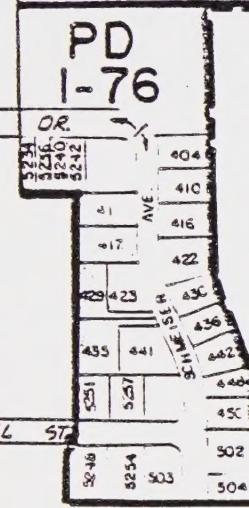
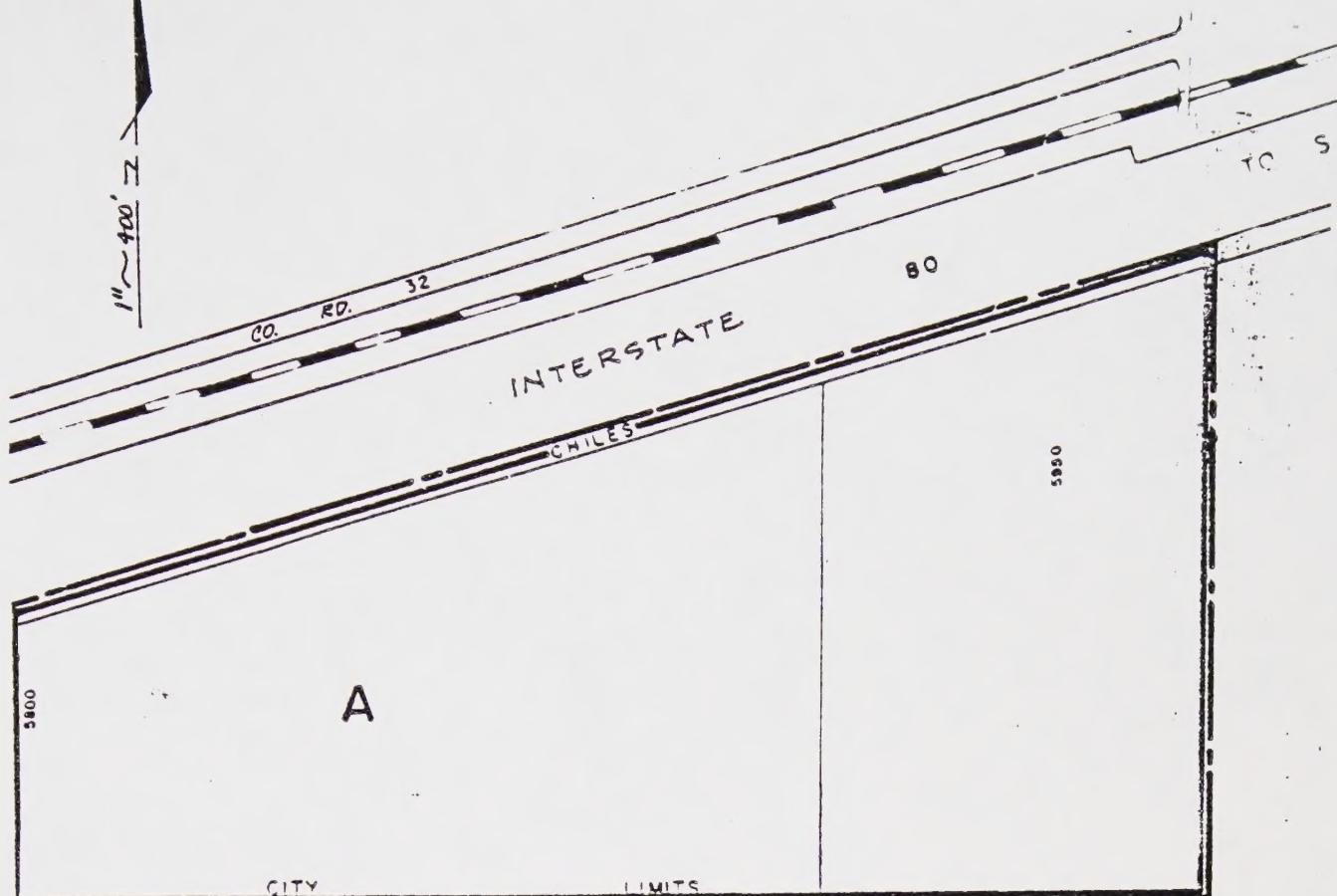
COUNTY

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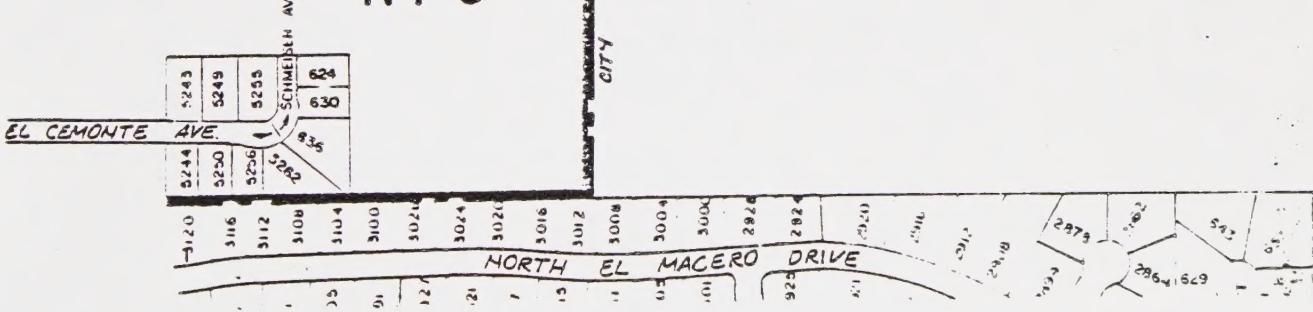
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SOUTH DAVIS SPECIFIC
PLAN

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